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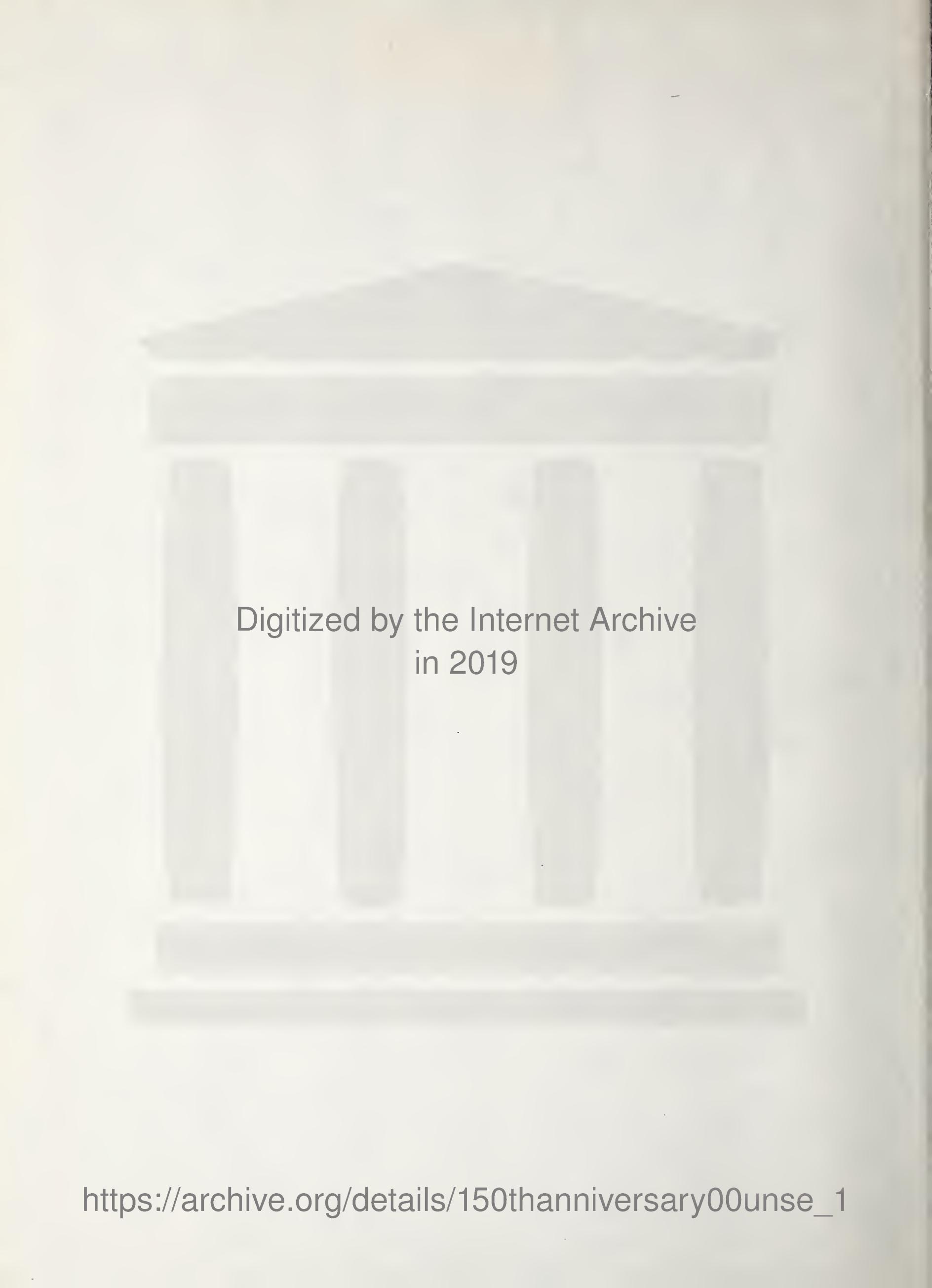
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150th
Anniversary
OF THE FOUNDING OF
ST. JOHNSBURY
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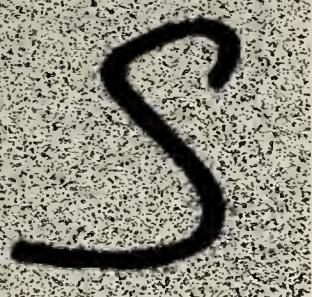
Written by Lowell Smith, St. Johnsbury, Vermont

Photographs by The Jenks Studio, St. Johnsbury, Vermont

Photo-Engravings by Ad-Service Engraving Co., Worcester, Mass.

Printed by The Cowles Press, St. Johnsbury, Vermont




 St. Johnsbury

Hail, thou Green Mountain State!
 Home of the good and great
 of by-gone days!
 Thy patriots' honored name,
 Thy heroes' deathless fame,
 Thy sons will loud proclaim
 and sound thy praise.

 Jonathan Arnold

IN the late days of the Colonies when New England frontiers were being pushed back into the wilderness, and new settlements were being driven up onto the slopes of the rugged hills, to cling tenaciously for a time, then vanish, save for a scar — the Hon. Jonathan Arnold appeared, in 1787, and claimed a grant chartered to him the year before.

Arnold had represented Rhode Island in the Continental Congress where he became fired with a patriotism like few men of his day. He was still young when he completed the national political field and was inspired with the urge to go out into the frontiers of the struggling young nation and aid in its development.

In Congress he always was the first to support the Province of Vermont against the encroachments and claims of the provinces of New York and New Hampshire. So when he closed his duties there he took axe and town charter in hand and headed for Vermont to hew out and establish a town — which after 150 years still honors his name.

Meanwhile Vermont, in a desperate defense move to safeguard its own existence, formed an independent sovereignty state, wholly apart from the Colonies. With this discovery of themselves, the Green Mountain Boys set up their own government. The new independent state became known as "New Connecticut", and so it remained for nearly fifteen years until Vermont joined the Union of states in 1791.

"A country," said George Washington, "which is very mountainous, full of defiles, and very strong. The inhabitants are a hard race, composed of that kind of people who are best calculated for soldiers; in truth they are soldiers."

It was natural then that Arnold should turn to Vermont. He applied to Gov. Thomas Chittenden of the independent state for a grant of land where he and his associates might come and establish a settlement. Gov. Chittenden had known of Arnold's support of Vermont in Congress and was overjoyed to welcome a man of his character as a grantee and settler. On Nov. 1, 1786 the governor chartered to Arnold and his associates the tract of land destined to become the object of this Sesqui-Centennial Celebration.



First Land Grant

History neglected the locale of St. Johnsbury until 1770 when first mention was given when King George III of England granted away an enormous tract of land covered today by St. Johnsbury, Kirby, Waterford, Barnet, Lyndon and Danville. The grant undoubtedly did not include all of these adjacent towns but it cut a great slice from their present bounds. The east boundary of this grant was the Connecticut river and it included land "on both sides of a brook called the Passumpsick, lately in the County of Albany but now in the County of Gloucester."

This grant was made March 20, 1770. It was the first time that the vicinity of St. Johnsbury ever figured in history. Under the provisions of the grant the area was to be known as the Town of Bessborough. However it may be, and for whatever the cause, there is no record of any settlement ever having been made.

As a matter of fact, Bessborough, the first name St. Johnsbury ever had, lived on the royal records and maps less than five months, for on August 8 of the same year the Royal Province of New York, by authority of the crown, regranted land "situate on the West Branch of the Connecticut River forever hereafter by the name of Dunmore to be cailed and known."

Dunmore, then, became the second name of the present Town of St. Johnsbury. It more nearly approximated the town's present bounds than Bessborough. The "West Branch of the Connecticut" is more appropriately known today as the Passumpsic River.

The Town of Dunmore retained its name until after Jonathan Arnold came and founded the Town of St. Johnsbury which was named in honor of St. John de Crevecoeur, the then French consul at New York. St. Johnsbury was officially organized and named at a town meeting held in Arnold's home at the north end of what now is known as Main street, in 1790.

The town was named at the suggestion of Col. Ethan Allen, a friend of de Crevecoeur, as a fitting recognition of a true and distinguished friend of America. It was suggested that the town be named "St. Johns" but de Crevecoeur protested that there were already too many "St. Johns" and he offered the appellation "bury" to distinguish it from similar names. This suggestion was accepted and posterity was given a new name for which it still remains thankful. "St. Johnsbury" became the title of the town and even today it remains the only community by its name in the world.

Arnold Arrives

After Arnold's plea for a charter and grant had been successfully negotiated by Gov. Chittenden on Nov. 1, 1786, the slow communications of the day delayed the good news from reaching the grantee until after the rugged New England winter had set in.

Travel over such a great distance in the winter would have been full of hardships if not entirely impossible. Had they endeavored to reach the

grant, settlement would have been difficult and the condition of the land kept a mystery until another season, so Arnold delayed his trip until the following spring.

As the days began to warm in 1787 Arnold, together with sixteen settlers for the new land, set out for the northern frontier. A small settlement had been started by a few adventurers of the wilderness the year before but when Arnold and his associates arrived they were generously welcomed.

The original Crown grants had been nullified when "New Connecticut" became an independent sovereignty state and the grantees had left rather than pay the new state a fee of ten cents an acre for the land. Only one man, Moses Little, by name, remained any length of time. He appealed to the legislature that the cost was too high. When the Assembly failed to reduce the fee Moses Little emigrated.

When Arnold and his settlers came none of the Dunmore grantees or settlers remained. Only the small group of adventurers who started a settlement the previous summer were on the land. They had done nothing except build themselves shelter and their biggest work of clearing the land for cultivation lay ahead.

Arnold was 46 years old when he arrived. He was a man of high character and ability, a born leader and thoroughly trained in public affairs. He just naturally assumed leadership of the settlement.

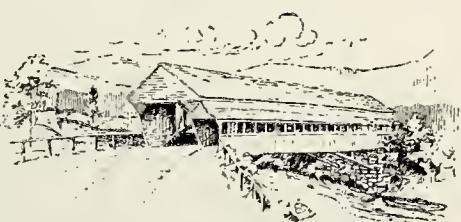
Of the original 39,000 acres in the grant, Arnold received about one-tenth. Some of the grantees later gave him their share. Under the terms of the grant the town was divided up into 71 parts, equally divided rights. Gov. Chittenden, according to usage, held one 71st part, his right being located on the east bank of the Passumpsic river north of what is now known as Center Village. One 71st part was for the settlement of a minister of the gospel; one 71st part for support of the social worship of God; and one 71st part for the support of a school.

Arnold cast his metropolitan dignity aside when he arrived here and immediately set about clearing a lot of land with his own hands and built a home, the first frame dwelling within the limits of the town. The dwelling was a story and one-half structure about 20 feet square at the base, located at the upper end of the Plain facing what is now Arnold Park.

But for the jubilancy of a group of boys celebrating the election of President James K. Polk, the first dwelling of the town might be here today as an historical attraction. They burned it in their exuberant acclamation of the 1844 national victory. The house was built in 1787 the first summer that Arnold was here.

Between turns at helping other settlers clear their land, Arnold built his saw mill and grist mill on the mill right at the falls on the Passumpsic, just north of the mouth of the Moose. This was the beginning of Paddock Village, then known as "Arnold's Mills."

Before these mills were completed the settlers had to go to Barnet for all of their provisions, and these, as may be readily realized, could not fill all the needs of the early pioneers so the trips to Barnet were not uncommon, some carrying the provisions on their back, for many months to come.





First White Man

Before we progress further with the development of the town, let us go back, as best we can, to the first white man ever to visit this territory so far as history ascertains.

Two scouts were sent out by the Massachusetts Bay Colony in the spring of 1755 to learn if any Indian tribes in the north wilderness were "coming down on us." They were to go as far north as they deemed prudent. They followed the water route of the Connecticut River and were about to end their search when they found themselves at the mouth of the Passumpsic River.

Here they paused to ponder whether to go onward or turn back. The result was a compromise. One was to continue up the Connecticut one day's trip while the other was to explore up the new river the same length of time. It befell one Stephen Nash to follow the course of the Passumpsic. His record shows that he followed the river "to a high piece of land opposite the mouth of its east branch" and there camped over night. This would indicate that he went as far as the mouth of the Moose River and camped on the present Hooker's Hill in St. Johnsbury Village on May 6, 1755. The next day he returned to meet the other scout at the junction of the Passumpsic and Connecticut.

This is the first record of white man ever visiting the present bounds of St. Johnsbury. This is the theme of the seal so conspicuous on this publication and all matters pertaining to the Sesqui-Centennial celebration. The airplane, superimposed on the resemblance of Scout Stephen Nash sitting before his campfire on Hooker's Hill, is designed to represent the progress the town has made since civilized man first stepped foot on our cherished soil.

Scarcity of Indians

Unlike many other pioneer days of New England towns, the early settlers of St. Johnsbury were spared Indian attacks. Where few Indians dared tread, these pioneering groups came and builded a permanent settlement.

Like in the later civilized days when New York and New Hampshire fought over it, St. Johnsbury was on ground contested by two warring Indian tribes, and by coincidence they came from the same territories — the tribes of the Iroquois of Lake Champlain and New York, and those of the Abenakis or Coossucks of the Connecticut Valley and New Hampshire.

No Indian ever came into this area unless he was badly in need of food, and then when he ventured out he prepared himself to do battle for his scalp for there was almost sure to be a kill. This theoretical angle of history is borne out by the fact that few traces of Indians have ever been found in St. Johnsbury. A few definite traces have been unearthed but they have been of an unmistakable warlike nature. There is absolutely no trace of a settlement.

So Arnold and his early settlers had the forces of nature alone to contend with. They went about their labors unmolested — except on one occasion, of which the veracity was minimized — when a settler was chased by a

bear, caught by the beast and went into a tail spin with it down a long hill. However this may be, it must have given the wags of the day something to talk about.

Settlement Begins

The Plain was still a wilderness when Arnold built his home, and the cry soon went up to cut off all the trees. Before many years the problem was one of planting trees to amend this great mistake, because it was not long before the knoll on which Main street eventually was laid was virtually "bald-headed."

Arnold's leadership in building a permanent home led the way for others to do the same. Most of the early settlers built their homes on the north half of the Plain and soon there was need for a road to link them together and give the new settlement a "main street."

Arnold appealed to the legislature for "state aid for road work" and secured it in 1789. The road was cleared and we have the beginning of the present Main Street. This was but a short stretch of road and at its greatest length could not have extended to the present Eastern avenue intersection.

The founder and his proud group of pioneers looked upon the budding community with a great deal of satisfaction. So enthused was Arnold that he sent an advertisement to one of the great newspapers of the day, the Providence, R. I. Gazette, the first advertising program the town ever experienced.

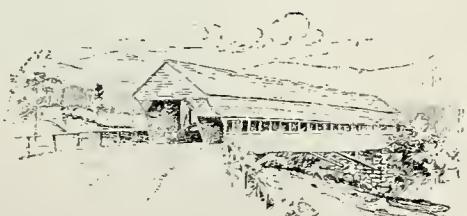
An old copy of the Gazette shows on the yellowed pages of its edition of August 8, 1789, this conspicuous advertisement:

"New Lands. Inferior to none in quality or climate, for those who prefer a competency with health and safety, to luxury with infirmity and danger, on most generous terms, and for which pay may be made in cattle, many kinds of country produce, or labor. The lands lie on or near the pleasant and healthful Passumpsic, in the county of Orange, state of Vermont. Particulars may be known by application to the subscriber in St. Johnsbury, in said county, who will show, not maps and charts of the country, variegated with imaginary plains, valleys and streams, but the soil itself. Titles to every lot will be had from original grantees. Come, see, and you will undoubtedly be suited. Jonathan Arnold."

At this time the population of St. Johnsbury was 143 hardy souls and interests were becoming somewhat diversified through necessity. Now was the time for formal organization of the Town of St. Johnsbury.

After duly warning the inhabitants, the first town meeting was held at the home of Jonathan Arnold at the head of the Plain on Monday, June 21, 1790. Judgment of the inhabitants then, as it has been ever since, was all that it should be, for they selected the "father of the community", Jonathan Arnold, Esq., moderator and first town clerk. At the same meeting St. Johnsbury received its name, as has been treated in another chapter of this book.

With this great task of organization out of the way, Arnold had time and the opportunity to think of other things. For some reason which we are





FAMILIAR SCENES OF YESTERDAY

Time has not entirely erased the landmarks of many years ago. The head of Eastern Avenue (above, left) remains very much the same. The foot of Eastern Avenue (above, right) can be recognized by the slope toward the railroad yards although the buildings in the photographs have since gone, only to be replaced by others of almost identical design. The old streets with their horses and teams have changed more than the buildings themselves. Today these sections are the busiest in the village with automobiles and concrete streets completely changing the scene.

At the "bend" on the Plain, the St. Johnsbury House (below, center) and its adjacent mercantile buildings have either taken on an entirely new aspect or gone completely.



This old rustic scene was at St. Johnsbury Center long before flood waters carried away the covered bridge.

This look-out on "The Nob" was for years the object of many a healthful climb. An angry wind was its nemesis.

Familiar is this view down Eastern Avenue. Little has this scene changed in modern times. The Y. M. C. A. building and Notre Dame church were just completed when this photo was taken.

Music Hall, where the town turned for years for its entertainment. A modern apartment building now marks the site.



ignorant of, Jonathan one day visited one Enos Stevens of Barnet. Jonathan and Enos were bachelors, Jonathan a widower, and with great unanimity in confidences which came as the lonely shadows of night began to fall, they agreed that something must be done about it. The north woods did not hold the answer. There were many good women betrothed to the settlers — so accordingly an expedition to Charlestown, N. H., on the following day was planned. The fairest daughters of the land were harbored in this village in the state across the river. With their hearts light and their beings trembling, they arrived at the home of Samuel Stevens in Charlestown. To him they confided their wishes and the squire immediately went into a conspiracy to get two fair damsels to come to his home to tea.

There was the inevitable danger that both men would want the same girl so a matronly friend of the squire was declared referee in such an event. The young ladies came to tea and when going-home time came, both men searched out the same lady, one Cynthia Hastings. In ignorant bliss, the girls were bid "good day" after the short trip home. The referee was called to settle the double demand for the one hand and Arnold won because Cynthia seemed to be the best suited to a man of a professional nature.

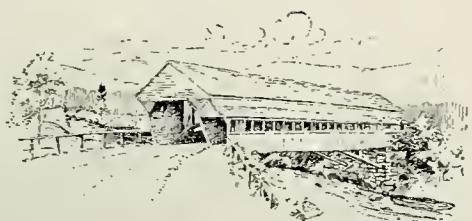
The next day the grooms-to-be made known the object of their visit and both girls accepted. Cynthia Hastings returned to St. Johnsbury and became the mother of Lemuel Hastings Arnold, who was fated to be governor of Rhode Island in 1841-42, and Congressman in 1845-47.

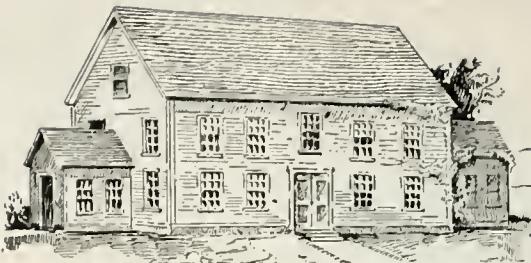
Back in St. Johnsbury after his wedding Arnold set about making further surveys of the town. The population was increasing rapidly with immigration from New Hampshire, Massachusetts and Rhode Island. Main street was extended to where the Academy now stands, but it still remained the only thoroughfare in the settlement. A mill appeared in Fairbanks Village and David Goss moved to the town, erected a sawmill and residence and started the settlement at Goss Hollow.

While out surveying up and down the West Branch one day, Arnold left some instruments in the care of his helper, Thomas Todd. He returned some time later to find said Todd asleep on the bank of the river. "Henceforth," Arnold is said to have exclaimed, "let the West Branch be known as Sleeper's River." This is the only historical background explaining the source of the name of this stream to the west of the village.

Arnold had intended that his home would be only a temporary one, but from time to time he improved upon it until it was very much a permanent structure and it lived to survive many years. Some historians discredit the story of its being burned as a presidential victory bonfire, and claim that the election did not come that year until after the fire. Be that as it may, the place was in bad disrepair, claimed to be haunted, and in its unsightly condition was no asset to the community.

The founder of the town survived less than six years after coming to St. Johnsbury and was stricken with dropsy and died in 1793 at the age of 52. A son by an earlier marriage lived to be master of the house only three years





after that, then his son in turn lived in it for several years. It then fell from the hands of the Arnold family and was prey of flames in 1844.

When Arnold died he was recognized as the leading man in this part of the state. He was chief justice of Orange County (before Caledonia County was formed in 1797), a trustee of the newly organized University of Vermont, a member of the Governor's Council, and probable candidate for governor.

The town's founder lies buried in Mt. Pleasant Cemetery beneath a plain marble slab bearing the simple inscription: "Hon. Jonathan Arnold, Died Feb. 1, 1793. Age 52." He was reburied there when bones in the old burying grounds, now Court House Park, were interred in Mt. Pleasant in 1856.

His family traces its forebears to Yuir, King of Guentland and Yuir, second son of Calwaladr, King of the Britons.

Development of Plain

St. Johnsbury had no particular rank among the towns of the county during its first half century. It was relatively unimportant until the advent of education, religion, manufacturing and the transfer of the county seat from Danville in 1856 after the neighboring town to the west had been the shire 60 years.

During the early years after Jonathan Arnold's death there was a slow but substantial growth along the Plain. More homes were built and an occasional modest store appeared. By 1800 the population of the town had increased to 663. Most of these, however, did not settle on the Plain.

North of the Plain a prosperous and rapidly growing village attracted attention. It threatened for a time to over-shadow the earlier settlement. In later years the growth of this new village retarded but ever since it has been a substantial community in its own right. It is St. Johnsbury Center Village, scarcely three miles north.

Here was built the first church in the town, used as a combined town hall and meeting house. The building was raised in 1804 and has been in continuous service as a meeting house since that time, although it was taken apart and moved from its hill-top location to a more convenient spot in the village in 1845.

It took ten town meetings in ten consecutive years for the voters to finally agree to raise money by a tax to erect a building for public worship and town meetings. As a matter of fact religion failed to take much foothold in the town until 1810. Even after a place for public worship had been provided Sunday services of worship were irregular and denominations had no exclusive control. No provision was made for heating the place; in fact the building had no chimney. Situated as it was on a high and bleak location, it would appear that it was more torture than comfort in the colder months of the year to attend the rather infrequent services.

St. Johnsbury Plain boasted a post office in 1803. It sold no stamps but the ingenious first postmaster, Joseph E. Dow, by virtue of "a commis-

sion issued from Washington City", scrawled some official markings on communications for posting. It cost an average of 18 cents to post a letter to Massachusetts. As late as 1820 dutiful correspondents of the town were paying anywhere from 10 to 25 cents to post their letters, the price being determined by the distance they were to travel.

Post riders or any individual coming this way would obligingly bring a batch of mail along. Before the post office was established they would leave it at a store or the tavern. Delivery after that was not half so slow as it would seem. Mail was such a luxury that anybody about when it arrived would appoint himself postman and deliver it as fast as he could make the rounds of the town.

The post riders usually came once a week, starting out from the nearest post office at Newbury, bringing on horseback all the mail for communities north of there. The postage on a newspaper, a luxury in those days, was likely to exceed the yearly subscription price. The rider usually announced his arrival with a blast from a throaty horn.

The stage coaches were late in coming to St. Johnsbury as it was considered an unimportant town. The nearest they came for years was Haverhill, N. H., an important crossroads for the Boston to Quebec stage line. There is no record of the date when the first stage coach came to the town. It must have been near the middle of the century.

At that time the stages were bringing mail and express and depositing it at an express office on the Plain. This building later was moved off the main thoroughfare and today reposes back of a stately landmark on Main street where it is used as a cobbler shop.

In 1810 it appeared that growth of the Plain would stagnate. While the flow of immigrants spread out all over the township only 12 families had built homes along the Plain. In the next five years the Plain increased by only six more families. And it has been written of the simple life of that time: "There was not one cooking stove nor carpet nor pleasure wagon on the Plain, yet the people were contented and happy."

While the Plain was being neglected names so familiar to all St. Johnsbury began to appear as settlers squatted in groups here and there throughout the township. W. C. Arnold, son of Jonathan, started a settlement at Four Corners. David Goss already had led quite a settlement into Goss Hollow. Ebenezer Aldrich went into such a populous section of the town that he immediately named it New Boston to give it metropolitan color. Sanger's Mills and Little York were names which followed Center Village as late as 1830. In rapid order Spaulding Neighborhood, Chesterfield Hollow, Colegate Hill, Cole Corner and East Village appeared.

By the time the year 1840 rolled around thirty homes bordered the roadway on the Plain. The most stately of these, the first brick house in the town, was the Judge Paddock mansion, which still stands on the upper end of Main street in all the original dignity of its day. It was constructed in 1820, the most pretentious of the dozen and a half homes on the Plain at that time.





The rarest of all old photographs of St. Johnsbury is this view of Main street, then called the "Plain," in 1845. It is the only existing picture showing the old foot bridge over a brook which once coursed across the street about where the Armory now stands. At the extreme right is the front of the old stage coach and express office. The view looks toward Arnold Park.

(Right, top) As a section of the "Plain" looked from the old North Church belfry in 1872.

(Right, center) The same view from street level. The third building in this picture was the home of Bill Fuller, famous stage coach driver.

(Right, bottom) The same scene as it appears today. The Church of Christ, Scientist, is in the foreground.



Eastern Avenue was nothing but a trail to the Passumpsic River until nearly 1850. When the railroad came that year it was rapidly inhabited. The scenes at the left show a section of the upper end of the avenue in its early years, and the same section as it appears today.



1850

Eighty-seven years ago here centered most of the business activity in the village. The old Passumpsic Bank started business in the building in the center of the group that year. The St. Johnsbury House had just been completed. The hotel and the dwelling at the extreme left are still familiar landmarks.



1937

Structures of brick and masonry have transformed the old scene. The dwelling and the hotel still remain. The other buildings, left to right, are the St. Johnsbury Athenaeum, the municipal building and fire station, and a department store.



(Below) Broader views of the business section of the "Plain" in 1871 and as it appears today.



The South Congregational Church Society was formed in 1851 and built the edifice in the old photograph (left, above.) The church stands today, unchanged, an excellent example of old time New England structural art. (Below) The street scene as it appears today.



In the "Brick House," as it was called in its earlier days, the first sessions of the St. Johnsbury Female Academy were held. The General Assembly passed an act in the fall of 1824 establishing the school. Judge Paddock was one of the principals back of the move, so in the following year when the school opened he permitted classes to be held in the south west chamber of the Paddock home. This school was merged with St. Johnsbury Academy when the latter was founded in 1842.

Expansion of 1850

St. Johnsbury Village began to expand by leaps and bounds by 1850. The dull years through the first half of the century had not been spent in self-aggrandizement. The early settlers had taken the foundation left to them by Jonathan Arnold and together they worked to cement it into great strength.

On this foundation began to be builded, as the half century approached, the structure that was to be the modern St. Johnsbury — an element in world commerce, a factor in the nation's industry, a place of intellectual institutions, a community of beautiful homes — and if these pages, in their attempt to eulogize the town on its 150th anniversary, reflect favorably on the days of its founding and to those great men of pioneering days, and to those of letters, science and industry, who have figured so prominently in its up-building — they will not be amiss.

The rise of the Fairbanks family, founders of the town's greatest industry, is the story of the rise of St. Johnsbury. With a generosity as large as their fortune they lavished on the town a succession of rich and beautiful gifts to assist the intellectual and moral progress among its people. Their beautiful private homes with their ornamented grounds open to the coming and going of the townspeople are landmarks to their memory.

We arrive then, to the time from which St. Johnsbury dates her material growth and importance—1831—when Thaddeus Fairbanks invented the platform scale.

It is not the purpose of this book to thoroughly chronicle the history of the town. We have covered, somewhat rapidly, the period of time between the visit of the first white man, Scout Stephen Nash in the spring of 1755, to the death of Jonathan Arnold in the early part of 1793; desperate and exciting years when man's life depended upon what he could wrest from the forest and soil. The next great chapter in St. Johnsbury's life was that from the time she lost the leadership of Arnold to the beginning of its industrial growth following the invention of the platform scale in 1831.

These years were dreary ones. The Plain simply refused to attract more settlers and newcomers scattered hither and yon throughout the township in desultory fashion. St. Johnsbury Center Village was gaining in favor over the Plain. More people lived there and an Inn was built for shelter for the wayfarer and congeniality of the settlement. The importance of the Center was so well recognized in that period that the first Town Hall was

raised there. It served the dual purpose of town hall and community church. In later years it also housed the post office.

But the day came when the inventive genius of Thaddeus Fairbanks, tiring of weighing bulky flax by armful lots, devised a scale that would check the weight of a whole rack load—the platform scale—which eventually was to lift St. Johnsbury from the throes of impecuny to a place in world commerce and prosperity enjoyed by few towns, if any, of its size.

As the growth of the Fairbanks company is reviewed in a complete chapter of this book, we will here center attention onto the growth of the town. It has been heretofore stated that the development of the town began with the development of the scale industry.

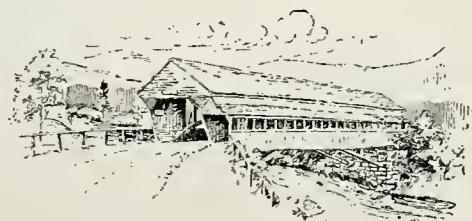
Within ten years after the scale making business started, St. Johnsbury Village, still called the “Plain” was a bustling community. Its population of a few hundred of a decade earlier had grown to about 2000. The “Plain” was beginning to have a distinction of its own. It boasted a meeting house, an academy, a hotel, two stores, a printing office and other mechanics, Paddock’s furnace and Fairbanks’ manufactory.

Early Homes

A few years more and the village was well on the road to prosperity. Along Main street began to develop permanent homes, many of which still stand today; the home of the late Dr. C. A. Cramton, the home of the Misses Clark at the head of Clark’s avenue, the Bertha D. Moore home at Main and Winter streets, and the principal’s home on the Academy campus being among the oldest. The Paddock homestead, now occupied by Mrs. Arthur L. Stevens, was the first brick home in the town and was some 25 or 30 years old when these other houses were built, having been constructed by Judge Paddock in 1820. After 117 years the Paddock house is regarded one of the best old Georgian houses in the state. In its front room can be found the London wallpaper hung by a Boston tradesman when the house was built. This paper has scenes of the Bay of Naples.

Six years after Chickering made his first piano in America in 1823, one of them was installed in the Paddock home, and the instrument, which has survived the years, is now in the Museum. The house is distinguished by its generous proportions, its well-designed entrance with a fine Palladium window, and the balustraded roof with its four large chimneys. The projecting cornice is decorated by modillions, perforated in design, to lend emphasis to the graceful line of the white balustrade just above it.

The blinds and much of the wood finish, both inside and out, were made by Thaddeus Fairbanks, who later invented the platform scale. Few changes have been made in the house. It originally had five fireplaces but there remain now only three, two on the first floor and one upstairs. With but one exception the house remained in the Paddock family until it was purchased by Mr. and Mrs. Stevens in 1912.





There was only one other house in the village besides those on Main street in 1850. That was built down over the hill to the east of the "Plain" and can be found today on the lower end of Pearl street, a small, low structure hiding itself behind broad, vined piazzas.

Just before 1850 the village began to spread down over the hill from the "Plain" into what today is the heart of the business district. Prior to that date the business sections were a wilderness, traversed only by an occasional path to the river and a trail over into Paddock Village.

The railroads came in in 1850 and gave more impetus to the business at the scale factory. Population increased unabated. Main street became over-populous and a definite expansion plan was undertaken. That same year Summer street was laid out and house lots plotted. This became the second street in the village.

Shortly thereafter in the same year Eastern avenue and Railroad streets were cleared and opened to the traffic of the day which included an ever increasing number of teams, jiggers and drays. There was no further street laying for six years when Spring street was cut through and an approach from the trail to Danville was cut up over the steep hill onto the plateau at South Park, now the north end of Belvidere street. It was not until 1870 that Cliff street was carved out of the wilderness and four years later the popularity of South Park necessitated the laying of Park street.

A pioneer in the business district was the old Passumpsic House, a hotel which intervening years has changed into the modern New Avenue House. By the time the railroad was completed late in 1850 Railroad street had developed into an enterprising business community. Around the Passumpsic House were several small business houses: groceries, markets, a tailor shop, dry goods, furniture and fur stores.

At that time the new bridge across Passumpsic River opened the way to many and desirable building lots along the broad fields and raspberry patches between Harris Hill and Moose River. "The New City" which finally developed into Portland street and Summerville was at its beginning; the prospective growth in that direction made Railroad street yet more important as a business center. Meantime the new city began taking on increasing importance of its own. It crept steadily eastward along Portland street and down toward the mouth of the Moose river; took "Elyville" into its capacious embrace; climbed up the steep slopes of Harris hill, till, standing by itself alone, it ranked among the larger villages of the town.

Village Organized

The corporators met and organized the Village of St. Johnsbury on January 5, 1853, the bounds of which were to include Main street, the Depot, Fairbanks Village and Paddock Village. Among other things it was voted at the first Village meeting to stop cattle, horses, sheep, swine and geese from running at large.



Looking north from the roof of the Court House in 1870, showing the second Old North Church.



Summerville in its infancy, about 1885. The old wooden Portland Street School can be seen in the left center of the photograph. Most of these houses still stand.



An unusual picture of St. Johnsbury Village from Fairbanks Hill in 1871 showing the old North and South churches.



St. Johnsbury's motordom comprised nine automobiles in 1906. Here they are, out for an airing. They went all the way to Joe's Pond and back the same day — yes, and had time for an outing, too. Many of these daring young men in the "horseless carriages" are prominent in the community today.



Railroad Street, looking north, 50 years ago, showing the old Passumpsic House on the left.

(Below) Railroad Street looking south as it appeared 35 years ago.



A bird's-eye view of downtown St. Johnsbury and Summerville from the Academy grounds about 50 years ago.





The first big battle the Village had on its hands was over the annexation of Summerville. The question of extending the boundaries of the Village eastward occasioned much debate and diverse opinions on both sides of the river. Three commissioners from out of town were appointed to conduct impartial negotiations. The citizens on both sides of the river held separate meetings and after hard fought battles both meetings voted "yes" by majorities which could be counted on the digits. However, the narrow margin was sufficient for annexation and the Village's population was thereby increased by about one thousand.

During the boom following the 1850 development of the business district action was taken to make St. Johnsbury the shire town of the County. The Village was fast outgrowing Danville which had been the county seat since 1796. A legislative committee, on November 29, 1855, authorized the county seat to be removed to St. Johnsbury which was done the following year after the neighboring town to the west had held the distinction for sixty years.

The Caledonia County Court House was completed a year later, in 1857, after the Village had removed the bones of its interred dead, including those of Dr. Jonathan Arnold, founder of the town and his family, from the Village Cemetery which formerly occupied Court House Park. The resident of four score years ago could hardly have imagined a smooth sloping turf, a statue of America, twin cannon and a band stand on the ground then covered with old fashioned grave stones and tangled bushes.

This enclosure, after all removals had been made to Mt. Pleasant Cemetery was quit-claimed to the Village Trustees, by William C. Arnold, representing the heirs of Dr. Jonathan Arnold, as a site for the Court House and Town Hall, "the residue of said land to be used as ornamental public grounds." In the spring of 1857 the grading, turfing and planting of elm trees was completed. The erection eleven years later of the memorial to the soldiers of the Civil War gave added dignity to the grounds, and naturally suggested the name Monument Square, which in later years became more familiar as Court House Park.

The monument was erected and set in place in August, 1868. The memorial was provided by the Town to honor St. Johnsbury men who gave their lives in the Civil War. Larkin G. Mead of Florence, Italy, a native of Vermont, carved the figure depicting "America" in Italy and delivered it at a cost of \$5000. It is of Italian marble. Peter B. Laird made the granite base from a design by Architect Grebble of Philadelphia at a cost of \$4000. The statue was elevated into position veiled in flags at special ceremonies.

Shortly after the close of the World War a memorial to the illustrious dead who gave their lives on foreign soil was planted in another section of Court House Park. These heroes are likewise revered on Memorial and Armistice day each year with fitting tributes by military and semi-military organizations.

Industries

INDUSTRIAL development in St. Johnsbury began almost as early as its founding when Jonathan Arnold built his grist mill in 1787, closely followed by those of Samuel French at the Center in 1800 and Judge Paddock at Paddock Village a few years later. But it remained until the next generation before St. Johnsbury was to definitely take its place among the industrial communities of note.

The beginning of industry on a large scale closely followed the invention by Thaddeus Fairbanks of the platform scale which was soon to outmode the ages old even balance. In a few short years this invention was to rocket St. Johnsbury into national and international commerce.

No sooner had the town become accustomed to the dizzy heights to which it soared suddenly in world trade through the development of Fairbanks scales, than George C. Cary boosted maple products from isolation into a million dollar industry. The business increased to \$2,000,000 annually in St. Johnsbury in the years 1912 to 1914 and the town became the Maple Sugar Center of the World. The Cary Maple Sugar Co., Inc., and its subsidiary, Maple Grove, Inc., were ultimately developed and became the largest producers of commercial maple products in the entire world.

St. Johnsbury takes great pride today in the fact that it has the three largest factories of their kind in the world: The Fairbanks scale works, the Cary Maple Sugar Co., and the Tempered Maple Corporation, manufacturers of bowling pins.

There are many other substantial industrial establishments in the town, of which its people are justly proud. They hold no distinguished rank for size, but the quality of their products is unsurpassed anywhere.

As we look back at the beginnings of these great industrial enterprises it opens a flood-gate of memory to a tide of tender emotions and historical recollections which the considerate modern day man does not care to refer to as cold historical facts, but rather as the activity of his fellow townsmen of the not distant past.

From the days of the earliest settlers Vermonters have asserted their independence. To their descendants have been transmitted many of their outstanding characteristics. Of the hardy pioneers of the early days it was well said that, "Encompassed by enemies they were never conquered; beset by evils they were always undaunted; forsaken by friends they forsook not themselves." The state whose independence they secured is the monument of their labors, and the children to whom they left it rise up and call them blessed.

St. Johnsbury always has held its share of those men of fortitude. For without their independent spirit there would be little here to greet this Sesqui-Centennial year of the town. The struggle, the vicissitudes, the opposition, developed certain attributes and outstanding characteristics which have rendered the names of the town's early industrialists immortal. They succeeded because of necessity. Everyone who has lived in the town has in the past and continues today to benefit from the existence of those industrialists whose names have brought glory, world fame and prosperity to St. Johnsbury.



Sound common sense, a keen perception of right, promptness of action, calm, steady courage, tenacity of purpose, thrift and unfaltering perseverance, and a strong conviction that God helps them who help themselves, are some of the characteristics of the people whom we honor in this industrial chapter.

They fought their battles, like the business leaders since them, to extirpate poverty and unhappiness from the community. Only a few are called upon to die for their country, yet all of us are called upon to live for it. Heroism is not confined alone to field and trench. Courage is not exclusively required for war and death. To die nobly is heroic. To live nobly is magnificent. One demands instant courage and the other unfaltering devotion. Thaddeus Fairbanks, the inventor, and the entire Fairbanks family who served the scale industry followed the correct course. Time has proven they laid a foundation well.

Perhaps St. Johnsbury had more diversified industries in its early days but they enjoyed little business beyond the extent of the town. There was nothing which approximated even a state-wide business until long after the scale factory was well on its way to fame.

There are many records of early mills and industries. Undoubtedly there were many more. However, grain and milling plants enjoyed moderate prosperity. The McLeod Mills, on the spot where Jonathan Arnold put up the first grist mill in 1787, developed into a large business which continued well into the twentieth century.

The Moose River Works was doing a fine business in garden and farm implements around 1850. It was reorganized in 1848 after several years' idleness when the Fairbanks brothers who founded it gave up plow making to devote full time to scales. George W. Ely resurrected the plant and started business on an ever enlarging scale. For years it bore his name. Today it is the American Fork & Hoe Co.

In 1869 St. Johnsbury became headquarters of the flour milling business established in 1813 at Passumpsic by Timothy Ide, continued by his son, Jacob, and by his grandson, Elmore T. Ide. Today the company operates under the firm name of E. T. & H. K. Ide with stores in many towns. Griswold & MacKinnon opened the first wholesale establishment in St. Johnsbury in 1850. It handled grain, flour and hardware, doing business at the site of the present Swift & Co. building.

A blast furnace and iron works founded by Huxham Paddock in 1828 is still continuing today as the Hooker-Reed Co. O. V. and Frank B. Hooker came into control of the plant in 1878 and since that time the name has continuously been connected with the enterprise. Brick making was a St. Johnsbury industry as early as 1810 when the Bagley Brick Works was founded. Ira Bagley, the founder's son, had the distinction of making all the brick used in the construction of the Court House, the original Catholic church on Cherry street, Summer Street School and the Athenaeum.

Center Village and St. Johnsbury Plain were locations of stone sheds in the earlier days when considerable granite and marble work was being done here. Today this industry is a minor one but what stone work is turned

out is of the highest quality and workmanship. The manufacture of carriages once was an important industry. The wagon making firm of Miller & Ryan located in the garage building at the corner of Portland and Railroad streets did a \$25,000 annual business in its day. When both proprietors died the business vanished in the face of gaining popularity of automobiles and the former carriage shop was transformed into a garage to meet the modern trend.

Other industries which gained prominence beyond the state were the file recutting plant opened by James and Charles Nutt who came here from England and the knife blade making plant, known as the Belknap Works on Sleeper's River. About 100,000 knife blades of the finest quality went out from there throughout much of the area of the United States.

Hoop skirts were manufactured in a little factory here adjacent to the location of the present Avenue House as late as 1868. The year 1880 saw 30,000 cigars monthly go out of the Roederer tobacco works. Other small industries made saw horses, threshing machines, shoe pegs and bed frames. The sulphur water of Asisqua spring out near the present Cary Co. was being pumped up, charged, bottled and sold at a yearly profit of \$1400 in the closing years of the last century.



The Charles Millar & Son Co., and the Tempered Maple Corp., largest manufacturers of bowling pins and bowling equipment in the world.



The American Fork & Hoe Co.'s St. Johnsbury mill where two million feet of ash logs annually are turned into handles for agricultural tools.



Beech, birch and maple chairs by the thousands are turned out monthly by the Barrows plant. It owns its own timber lands from which the stock is secured.



Crackers were imported to St. Johnsbury from Boston in 1851 and immediately there was a great demand for the product. Transportation was too slow to satisfy public demands so John S. Carr began a bakery to fill the orders. The Carr bakery later fell into the hands of George H. Cross and is still doing business today under the firm name of C. H. & Geo. H. Cross, Inc. Bakery products from these ovens are widely distributed through this area.

St. Johnsbury is noted today for several large manufacturing and industrial plants which are dealt with separately in succeeding pages.

American Fork & Hoe Co.

Since 1902 the St. Johnsbury mill of the American Fork & Hoe Co. has been one of the town's largest industrial enterprises. It was successor to the Moose River Works, fork and hoe manufactory, and the fork, hoe and plow plant established by the Fairbankses in the 1820's. They forsook this plant to devote their full time to the scale industry and in 1848 George W. Ely re-established the fork and hoe manufactory under the name of the Moose River Works.

Just after the turn of the century the industry was taken over by the American Fork & Hoe Co. which to this day continues to manufacture handles for agricultural tools, an industry now run continuously in St. Johnsbury for about 117 years with the exception of the few years that elapsed between the time the Fairbanks family dropped production and George Ely reestablished it.

Today the plant manufactures handles exclusively. It uses an average of 2,000,000 feet of ash logs annually in the work, turning out thousands of handles for agricultural tools. Formerly the whole tool was made here but the handles are shipped mostly to the company's own finishing plants in the United States and Canada. Ash is used exclusively, and the logs are purchased locally and throughout Maine, New Hampshire and Vermont.

The American Fork & Hoe Co. does a world wide business and has agencies in far off lands where go handles of many sizes and shapes to do their share in tilling the soil of old Mother Earth the world over. The principal offices are in Cleveland, Ohio.

When the Fairbanks brothers established the factory there it was not on the exact location of the present plant, but was a few hundred feet upstream and nearer the Moose River than the present modern mill. In those days the entire tool was made, when such articles were hammered out by hand on the anvil and the wooden handles added afterwards. Then in later years, under the management of George W. Ely, these crude methods were laid aside and the finished product brought about by more modern means of trip-hammering, rolling, plating, tempering, grinding, polishing and mounting.

C. A. Calderwood, Inc.

Although not exactly classified with St. Johnsbury industries, C. A. Calderwood, Inc., has been closely associated with the growth of the town in a commercial way for close to three-quarters of a century and is one of the

oldest business houses in the town. Throughout its history it has given its entire efforts to the field in which it was originally established by Charles A. Calderwood, furniture and undertaking.

It originally was located in the Odd Fellows block on Railroad street and before it was taken over by Mr. Calderwood it bore the firm name of Tisdale & Burnham. By 1914 the business had so substantially increased that it outgrew the Railroad street location and Mr. Calderwood bought the lot at the corner of Eastern avenue and Pearl street whereon he constructed the modern business block which the company he founded thereafter occupied. Mr. Calderwood passed on only about a year after the company moved into its new building.

The family, following the methods always followed by Mr. Calderwood and the strict integrity at all times in the conduct of the business that had won the confidence and admiration of all who knew him, continued to maintain the high standing of the firm along the lines so strenuously maintained through all the years.

Since Mr. Calderwood's death the business has been managed by his two sons, C. Roy Calderwood and Alvi P. Calderwood. Wesley Calderwood, son of C. Roy Calderwood, has recently entered the business.

The Calderwood enterprise is still enjoying business growth and expansion. Its funeral service has just recently established a branch at Lyndonville with full time service available. Its St. Johnsbury funeral service has recently been moved to the historic "Octagon House" estate on Eastern avenue. Here, in a separate building, will be the Funeral Chapel and all of the necessary appurtenances have been added to give a dignified and complete service to the public. The family of C. Roy Calderwood occupies the brick Octagon homestead.

Fred W. Barrows, Furniture

A brand new industry in St. Johnsbury, scarcely one year old, is the plant of Fred W. Barrows on Portland street which since coming here in the spring of 1936, has been manufacturing chairs exclusively. The work it does includes making the chairs every step from cutting the trees in the forest to delivering the finished product.

Most of these chairs are shipped out in car load lots to wholesalers and furniture dealers who finish the product in any color to complete kitchen sets. Although the Barrows company is an old one in the state, a mill has been in operation here only a year. It took over a small but very excellent factory formerly occupied by the Manton-Gaulin Co., and in addition to the buildings already on the ground the Barrows interests constructed a dam on the Moose River, a saw mill, a dry kiln and is planning the construction of still another.

The company owns valuable timber lands in the western part of the state and cuts and has shipped here many thousands of feet of beech, birch and maple which it uses exclusively in its manufacturing. It is constantly increasing the scope of its business as fast as its construction program will permit. It has 33 men employed at the present time. This number is far below what it expects to employ when the construction program is complete and the mill is running at its intended capacity.

(Continued on page 88)



Fairbanks

FAIRBANKS is a name synonymous with scales and the history of St. Johnsbury. In 1831 Thaddeus Fairbanks took out his first patent on the platform scale, making the trip to Washington on horseback. From that time St. Johnsbury dates her material growth and importance, for by nature she seems to have been designed for a manufacturing center, being at the confluence of three rivers, the Moose, Passumpsic and Sleeper's.

From a little shop no bigger than a garage for two modern automobiles, the Fairbanks scale industry has grown in the 106 years since its founding to a gigantic enterprise with 580,000 square feet of floor space. The one little building in 1831 has grown today into 46 factory buildings. The average monthly payroll for the first half of this Sesqui-Centennial year was about \$75,000. Employment over the same period of time was being given to well over six hundred employees.

With the part that the Fairbanks family has played in St. Johnsbury's history, all of which is quite general knowledge, it is difficult for present generations to comprehend the effrontery of the town fathers of 1815 who attempted to banish the family from the community.

The selectmen ordered served on Joseph Fairbanks, father of the four boys who were to distinguish themselves in the scale industry, a notice to "depart said town." The elder Fairbanks paid little or no attention to the writ as it was a New England custom of the day to order newcomers out of town, so the town would not be responsible for their keep in case they became destitute.

So after the process server withdrew himself from the presence of the newly arrived family, the elder Fairbanks started to improve the water privilege where the scale works now stands, set up a saw mill and had it in operation that fall. The next spring, in 1816, he added a grist mill but the cold season brought the mill little work to do.

In 1817, Thaddeus Fairbanks, just turned 21 years old, fitted out the upper story of the grist mill as a wagon manufacturing plant. His business enjoyed modest prosperity and that year he turned out several pleasure wagons, the first wagons ever to run on St. Johnsbury roads, with the exception of the Fairbanks family wagon they brought here when they immigrated in 1815, two years before.

The grist mill, with its second story wagon shop, was carried away in the great flood of 1828. The Fairbanks brothers had started a small foundry on the Moose river for the making of plows, forks and hoes. This enterprise was enjoying some degree of success and remained in the hands of the Fairbanks family for several years until after the invention of the platform scale. Then the business on Sleeper's river required the combined attention of the whole family and the Moose river foundry plant was forsaken. In 1848 George W. Ely reestablished the old Fairbanks fork and hoe plant and renamed it the Moose River Works. In later years it became known as the Ely Fork & Hoe Co. and the American Fork & Hoe Co.

With the entire Fairbanks family back at the Sleeper's River location to support Thaddeus Fairbanks' platform scale making idea, the enterprise gained quick foothold and one by one new buildings were added; more em-

ployees came as the business enlarged; national commerce began to recognize the town of St. Johnsbury; then world commerce was found standing at her door.

Last year, 1936, this world commerce amounted to 20 per cent of the factory's output. There is hardly a country on the globe that has not done business with the Fairbanks scale factory. Despite this unlimited expanse of territory, the factory finds that the simple beam counter scale and small hand operated scale, in which is incorporated the principles of the first platform scale, are still the most universally accepted after these past 106 years.

The principle of the first scale for weighing cart loads of flax was soon adapted to smaller scales for weighing loads of other materials handled by hand and resulted in the counter scales and portable platform scales to set on the floor.

The founding of the Fairbanks company marked the beginning of scales and scale making on a commercial basis. The scale industry is very old. The ancient Babylonians used a crude even balance in commerce and trade 7000 years ago in what now is Ethiopia. This type of scale is still used for fine laboratory work and testing but is, however, too slow an operation for modern industry and commerce, although it was generally used down to the beginning of the last century.

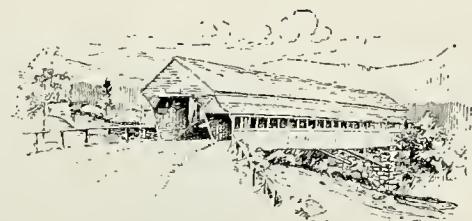
The Fairbanks company has records of a large even balance scale which was built for a liquor store in London about 300 years ago and which is still in use. The weigh beam is about six feet long, with platforms about four feet square suspended from each end of the 6-foot beam. This scale proved very popular for personal weighing and the owners have records of persons they have weighed during all of these years and which include practically all of the English royalty and many notable persons from all parts of the world. In weighing persons on this scale it is balanced up with a chair on one platform to give the customer utter comfort during the operation.

The first improvement over the even balance for commercial weighing was the Roman steelyard developed about 2000 years ago and which is still a popular scale for some operations such as weighing baled cotton. The Fairbanks company still manufactures several modifications of this scale.

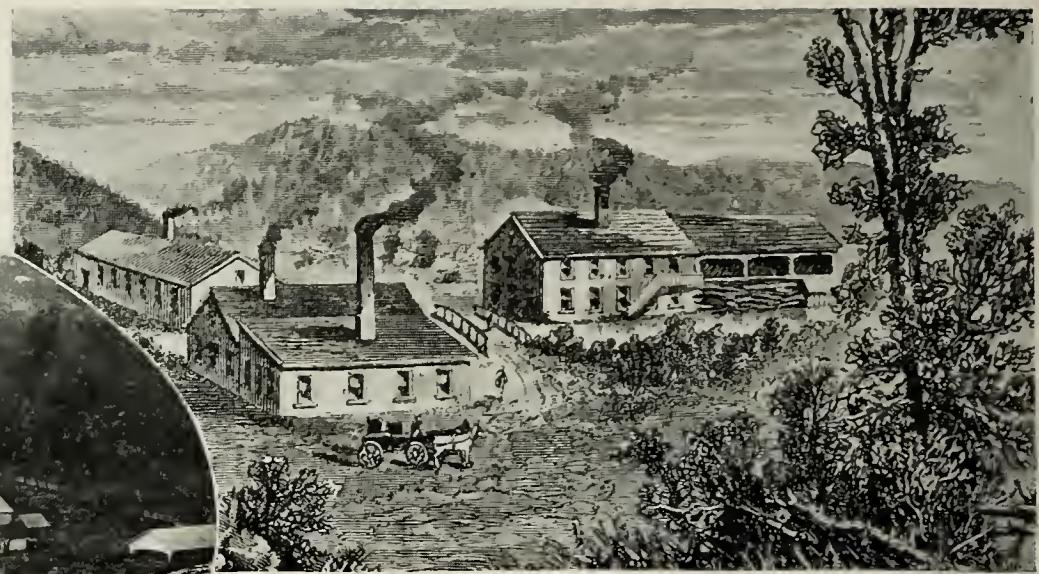
The second important improvement in scales, and which started modern scale making and the prosperous St. Johnsbury industry, was the invention of the platform scale in 1831 by Thaddeus Fairbanks. This scale was arranged with the platform supported on a number of multiplying levers connected to a weigh beam so that the weight of a load of any size placed on the platform could be determined by the manipulation of a comparatively small weight. This is the basic principle of all modern scales.

The first scale the Fairbanks company made was built specially for weighing cart loads of flax. It was the inconvenience of weighing flax in small bundles by a steelyard that urged Thaddeus Fairbanks to work out a faster method for this operation. Then followed the adaption of this principle in smaller scales — and a new industry was born.

This great industry produced 43,700 scales last year, 1936. The amount it paid out in wages to employees amounted to 46 per cent of the factory sales.



The Fairbanks shops in 1855. A veritable village had grown up around them.



In 1830 Thaddeus Fairbanks invented the platform scale. In 1831 he took out his first patent, making the trip to Washington on horseback, and started scale making on a commercial basis in this little plant.

The Fairbanks shops of today. Its 46 factory buildings have an aggregate floor space of more than half a million square feet and its scales go to every corner of the world.



The office of the Fairbanks Scale Division of Fairbanks, Morse & Co., and the well kept grounds.





Early American Period 1830. The First Platform Scale.

To simplify weighing cart loads of hemp, Thaddeus Fairbanks contrived the original platform scale, the first improvement in weighing in twenty centuries. From this experience with hemp, Fairbanks today is able to weigh the world.



The Fairbanks principle of multiplying levers makes weighing monstrous objects a quick and simple task with utmost accuracy. This locomotive is standing on a platform scale of the same principle as the hemp weighing device above.

Depicting "Fairbanks Scales Weigh the World", theme of the Fairbanks pageant commemorating 100 years of scale making in 1930. Characters representing all nations on the globe took part in other scenes of this great historical drama.





Material and factory operating expense required another 32 per cent of factory sales. Out of the balance came factory expenses, such as taxes, insurance, depreciation and plant upkeep; therefore it had to practice the thrift for which Vermont has such a reputation in order to realize a small margin of profit.

From the outside, the modern industrial plant seems to ramble aimlessly down the valley, and crosses Sleeper's River four times. Inside, however, there are many operations that represent modern, approved manufacturing practice and some of the leading industrial magazines sent men to the Fairbanks shops last year to secure data for articles on scale manufacturing methods and equipment as applied to the Fairbanks scheme.

While St. Johnsbury once upon a time might have been considered off the beaten path, the Fairbanks company recently showed that it is at the cross-roads of commerce and industry. This spring the company delivered some delicate parts for a track scale in Cincinnati, Ohio, in just eight and one-half hours after they left the factory. If they had been wanted on the West Coast they could have been delivered at their destination within 24 hours.

Modern transportation provides quick service to distant points, and when a progressive company takes advantage of modern progress it will keep itself and its town at the cross-roads of world commerce and industry.

An interesting angle to the local scale industry is seen in an old platform scale in the museum in the Fairbanks factory. In 1834 the scale was sold to Brackett & Bacon for a store in Passumpsic. This scale was used in service until 1893 when it was bought back by the Fairbanks company as a museum piece. While many improvements have been made in scales since the day this oldster was built, the general design today remains the same.

The factory is keeping abreast of modern times with a special laboratory where scientific experiments pertinent to the industry are carried on. The development of the platform scale with its almost unlimited capacity opened up a vast field with many interesting problems of special applications, which, while they provide only a small part of the sales volume, serve as a sort of appetizer to keep laboratory wits sharpened and tend to keep the scale industry up in line with modern progress.

The factory has been called upon to design scales for weighing canal boats in order to determine what toll should be collected; and along much the same line of purpose, scales to compute the weight of trucks crossing bridges where tolls are required.

Last year the company furnished the 30-ton motor truck scales for the Bay Bridge at San Francisco for weighing motor trucks. These scales weigh the truck and record the weight on a ticket from which the amount of toll to be collected is calculated.

This year the company has developed and is constructing the 40-ton motor truck scales with 60-foot platforms for the Golden Gate Bridge in San Francisco, for the same purpose of determining toll automatically on a slip of paper.

The research department of the factory has installed a device for determining the various forces on an airplane when the ship is flying through the air at a high rate of speed. Flying conditions are duplicated on an air-

ship by mounting a model in a stream of air driven at a velocity of approximately 500 miles an hour. The ship is so mounted on a frame that all of the various forces acting on it can be measured by means of scales.

Another interesting scale developed in the laboratory is the one built for counting the number of small metal bases used on electric light globes. This scale will automatically count out 12,000 of these bases and deposit them in a barrel in about two minutes' time. Tests indicated the scale would count this lot of bases within a tolerance of eight or ten parts. The entire operation is automatically under electric control.

As an agricultural adjunct, the Fairbanks company, during the past two years, has built quite a number of scales for weighing hogs as they pass from the killing beds in packing houses. The hogs are suspended from carriers which run on a monorail track. As these carriers pass over a short section of the track supported by the scale, the scale automatically weighs the hog and prints the weight at two places on a ticket. One half of this ticket goes to the office for permanent record, while the other half is pinned to the hog as a record of its weight as it passes through the remaining marketing process.

Another newly developed scale is one of 10,000 to 20,000 pound capacity for weighing sheet metal while being handled by a crane. This scale, used principally by the large automobile companies, records the weight of the bundle and discharges the ticket, which is caught by a man on the floor and attached to the bundle after it is deposited at its destination by the crane. Many other kinds of scales which record weights without the necessity of delay while manufacturing or boxing processes are going on have been developed at the St. Johnsbury laboratories of the company. A description of this process would be too technical for the average layman to comprehend.

These things are mentioned in passing to give an insight into the present day workings of the scale works. Large sums of money are expended annually to keep development abreast of the times. The company attacks scale problems in a sane and business-like manner and it is meeting industry's demand for every conceivable type of weighing apparatus. In fact, Fairbanks scales are tuned to the times. With specialty scales it is no longer necessary to handle products piece-meal. The weighing may be done at the same time the product is being handled for other purposes relevant to its marketing without a single wasted operation.

While these specialty scales are of interest and form an important part of the company's production, its "bread and butter" is in the manufacturing of the common counter scales and portable platform scales, which represent about 60 per cent of the value of the production. These scales are used mostly for commercial weighing and for light industrial operations where loads are handled by hand. Last year, 1936, 41,500 of the total production of 43,700 scales were in this class.

Heavy scales represent about 15 per cent of the value of the company's production and are used for weighing loads that generally are handled by mechanical equipment. Such scales come under the classification of wagon, motor truck, warehouse, hopper, tank and railroad track scales, running in





capacity from one-half ton up to 600 tons. It is a little difficult to visualize the weighing of a single load of 600 tons, but if all of the people in St. Johnsbury were to be put on a platform about ten feet wide by 75 feet long, such a scale could weigh all of them at once, and more would have to be sent for to balance it.

The company has developed fine weighing equipment such as dials and recording devices, many of which are arranged for automatic operation under electric control. These devices not only automatically show how much the load weighs, but also print the weight. Modern industry will not take time to take products to a scale for weighing, so a scale must be adapted for weighing a product at certain parts of the process of manufacture without delaying its progress. Such weighing often must be entirely automatic even to recording of not only the weight but various other data to identify the particular weighing and to provide for more accurate control of industrial operations.

The St. Johnsbury factory probably solves more weighing problems for modern industry than any other spot in the world, but it is all a part of the modern progress the company has been leading for more than a century. The work goes on every day without confusion of any kind with an organization that is an essential part of the life of the town.

Such then, is the progress made in the scale industry since Thaddeus Fairbanks gave to the world the platform scale, the first improvement in scales since the days of the Caesars and the Roman even balance. The name of Fairbanks is indissolubly associated with St. Johnsbury, whose progress and prosperity has been largely built upon the great business which bears that family name. The lives of the Fairbankses are still being revered; their public services are still being enjoyed, and by their lasting nature they will continue to be enjoyed for many more years to come.

The original firm consisted of three brothers, Thaddeus, Erastus and Joseph. Joseph was the literary man; Thaddeus, the inventor; Erastus, the business man. Thaddeus was of an extremely inventive mind. The scale was a simple invention, but many of the machines invented by him for facilitating the manufacture were exceedingly ingenious, and his inventions were not merely for scales, for which, and for their making, he received 32 patents. He also patented a hemp machine, a stove, a cast iron plough, a steam heater, a steam water heater, a feed water heater, and an improvement in refrigerators. His last patent was allowed on his ninetieth birthday, a short time before his death in 1886.

The Fairbanks company was started with these assets: One half dozen blacksmiths, one old wooden bed-lathe, a few vises and anvils found in a Boston junk shop. But there was an unlimited supply of ingenuity, tenacity, mechanical skill, business and executive ability. There was very little capital.

If it had not been for the plow-making establishment founded by the brothers, there undoubtedly never would have been Fairbanks scales today. Their plow-making was so successful they enlarged their enterprise to em-



Fairbanks, Morse & Co.

FAIRBANKS SCALE DIVISION

ESTABLISHED 1830

St. Johnsbury, Vermont



brace stove making and the manufacture of hoes and pitchforks. Their reputation for skill and reliability in their work was so universal they were awarded a big contract to make hemp-dressing machines for a newly developed industry.

It was this contract that directly led to the invention of the Fairbanks platform scale. The work under the contract necessitated some means of weighing hemp by wagon loads. A crude apparatus was contrived by Thaddeus Fairbanks to grapple the axles of the wagon, lift the load and approximately get its weight. Thaddeus foresaw an improvement to this clumsy device. While exercising his ingenuity upon it, he caught the idea of a platform resting on levers, which embodied the principle of what is now known as the platform scale.

The new scale, which in a few years was to weigh the world, was at hand. The ancient reign of Astraea was disturbed and the steelyard of old Rome was taking its departure. The original platform scale was devised but the inventive mind of Thaddeus started to improve upon it before it was commercialized beyond a few villages in Vermont.

The first improvement, a principle which still exists in practically all Fairbanks scales, was the knife-edge supports for the platform. He was thinking how to improve on the original scale when it occurred to him that with A-shaped levers, or four straight levers meeting at a steelyard rod, or hanging from one that hung upon the steelyard rod, he could secure four knife-edge supports for his platform, from all of which the leverage as related to the steelyard beam might be the same. For all practical purposes this was the birth of the modern scale.

From that time on this knife-edge principle was deemed practical and best suited for obtaining accurate weights. New styles and sorts of scales were gradually invented, including the first portable platform, warehouse and counter scales, and then later came the railroad track, elevator and live-stock scales; and more recently the delicate scales and balances; these scaled from one-tenth of a grain to six hundred tons.

The old measure and count gave way immediately to trade transactions done almost entirely by weight. Before the growth of the scale industry nourished the growth of St. Johnsbury, all supplies and finished products had to be hauled by team to and from Portland and Boston. When the town began to feel the pulse of new life skilled workers came in, homes were built, roads were developed—then in time came the railroad, completing a transportation system into this area.

Meanwhile the original firm was enlarged; in 1843 Horace and in 1856 Franklin, sons of Erastus, became partners. Horace, from the date of the incorporation in 1874 till his death in 1888 was president, and in all 45 years was an officer of the business. Franklin was 50 years actively in the business, to which he contributed some important patents, and in later years was its president.

The beautiful, dignified homes of the Fairbanks family, with their broad landscaped grounds, are still among the beauty spots of the town. Although the modern trend is for smaller homes and private families no longer occupy these palatial dwellings, they do not go unoccupied and are open to the coming and going of the people as much today as they were in the past.

Nearly all of the churches of the town have shared in the beneficence of the Fairbankses. They founded and wholly supported for a period of 40 years, St. Johnsbury Academy. When the time came for superior buildings and equipment, Thaddeus, accordingly in 1872, whose personal gifts to the institution aggregated \$200,000, erected new and commodious structures of brick. The Academy quickly took rank as the first in the state, and among the best in New England, having thirteen instructors, 300 pupils, and an endowment from E. & T. Fairbanks & Co., of \$100,000.

The St. Johnsbury Athenaeum, the first free public library with endowment in Vermont, was built, equipped and presented to the town in 1871 by Horace Fairbanks; the Museum of Natural Science with its collections was established and endowed by Franklin Fairbanks; and Music Hall, which stood on the site of the Colonial Apartment building, was conveyed to the Young Men's Christian Association for the public benefit; to which was added the Association rooms section in the Y. M. C. A. block erected on Eastern avenue in 1885 by Henry Fairbanks.

After the invention of Thaddeus Fairbanks was exhibited at the Vienna Exposition, the inventor was knighted by the Austrian Emperor, who through Baron von Lichtenfels, forwarded to him the decoration of the Imperial Order of Francis Joseph. He also received from the King of Siam the golden medal and decoration of Nishan el Iftikar, Commander. Being an excessively modest man, not fond of titles or display, he had no use for things of this sort; but his men and townsfolk would not let him elude the stroke of honor, and to the day of his death he was known affectionately as Sir Thaddeus.

The experience of the past 106 years has not only established the correctness of the principle of multiplying levers here first applied, but it has enabled the manufacturers, by new patents devised for hundreds of varieties of scales, to lead the world in magnitude of output.

A writer once said of the Fairbanks factory, "One may today, with absolute accuracy, weigh a ship with its cargo, or the lead which wears from the pencil in writing one's name."



THE maple sugar industry in Vermont would still be an unimportant one if a St. Johnsbury man, George C. Cary, had not taken 1500 pounds of maple sugar in payment for groceries. In this barter was the beginning of a million dollar industry, the Cary Maple Sugar Co., the largest of its kind in the world.

Maple products were lifted from isolation, so far as the world was concerned, to a place where they have become a food adjunct everywhere for the whole year by Mr. Cary's enterprise. In fact the "Maple Sugar King" as he soon became known affectionately, conceived the idea of using maple sugar in tobacco to keep it moist, well flavored and compact. All of the better grades of tobacco are still treated with maple sugar, a Cary suggestion of many years ago which tobacconists are still loudly proclaiming.

Mr. Cary was traveling over the state of Vermont selling groceries for a Boston wholesale firm. When calling on a prospect in North Craftsbury he was offered 1500 pounds of maple sugar in payment of an order. He took the offer. When the Boston firm found that they were "long" on maple sugar and "short" on cash they notified the salesman that if he had traded for the sugar it was up to him to get rid of it.

That same week he came in contact with a tobacco man from Richmond, Va., who was trying to push his product. And in the words of Mr. Cary published in the "Vermonter" a few years ago, he tells the rest of the story thusly:

"At that time cut plug tobacco was just being introduced, and out of curiosity I asked him how it was made. He explained that the leaves were dipped in West Indies sugar for the dual purpose of flavoring and causing them to stick together when pressed.

"I found that he was paying five cents a pound for the sugar, and it occurred to me that here might be an opportunity to dispose of my maple sugar. Of course, this was something which had never been tried, or even thought of. We discussed the possibilities of the idea for some time, but he did not dare to buy much of the maple sugar, even when I offered it for half a cent less than he was paying for the other.

"Finally I told him that if he would buy the 1500 pounds I would agree to sell 100 boxes of his plug tobacco on my next Vermont trip, but he was a cautious soul and would take only 200 pounds of my sugar. He experimented with the amount, however, and at the end of my third Vermont trip I received a letter from him ordering a thousand pounds of sugar."

Today, some forty years later, the expansive buildings of the Cary Maple Sugar Co. and its subsidiary, Maple Grove Candies, Inc., stand as a fitting monument to the genius and founder of the corporation.

In 1900, a few short seasons after his meeting with the tobacco man, Mr. Cary's enterprise had gained such proportions that he could no longer handle it on a part time basis and he gave up his work as a wholesale grocery "runner" and devoted his entire time to the industry which he is given credit for placing on a commercial basis. In 1904 he organized the Cary Maple

Sugar Co. with an authorized capital of \$125,000. The company grew so rapidly that its authorized capitalization in 25 years reached three million dollars.

Ultimately the business was extended to Canada where in the Province of Quebec a large amount of maple sugar is annually produced. It finally became necessary to establish a Canadian branch with a factory located at Sherbrooke to care for the crop raised in that section.

The potentialities of the intelligence imparted to the white man by the Indians when they taught the pale faces how to catch the sweet sap from the maple trees, waited several hundred years for George C. Cary to commercialize the discovery for the benefit of all mankind. Today, what table has not been graced with the high grade syrups or the blends of the Cary Co., whether that table be within shadow of the company's neatly kept buildings or thousands of miles removed?

The history of maple sugar making is attended by much that is unique and each successive chapter from the time of Indian occupation to the present time has seen its changes and innovations. With the increase of population and wealth of our country maple products have changed from a primitive article of food to one of luxury. It is interesting in this Sesqui-Centennial year to look back with pride upon this transformation which took place mainly in St. Johnsbury. The public palate seems to demand more and more of these delicacies and they generally look to the Cary Co. and St. Johnsbury to fill their needs. Wherever maple products are known, the Cary superiority is recognized.

Maple syrup has been called liquid sunshine, and in reality the expression will stand the prosaic test of the scientific laboratory. Enough of the sap of the maple tree must be collected in an average three-weeks season to supply the world for a whole year with syrup and sugar. The tireless farmer works day and night during this season. Approximately 60 percent of all the maple trees in the state are being used for sugaring.

Many of these trees are known to have been here and giving sap at the time the Pilgrim Fathers climbed ashore on Plymouth Rock. The unmistakable gashes the Indians made with axes to gather the sap are even today plainly traceable in some of the older tree trunks. Tracing the life line of these old maples an experienced woodsman familiar with "sugaring" will see:





first, the marks of gashes with an axe, Indian fashion; next, holes bored with an inch and a quarter auger; and still later a gradual reduction in the size of the holes made by augers and bits. It covers the period from the days of the pioneers to the present time.

An average production for an average tree in an average year may be set at approximately 40 quarts of sap — which boiled down will give one quart of syrup or two pounds of sugar.

Due to the vast storage facilities, the Cary Maple Sugar Co., Inc., operates practically twelve months each year and daily bottles Highland Brand 100% Pure Vermont Maple Sap Syrup. Their facilities enable them to make the various block sugars from syrup as required by the tobacco industry, ice cream trade, confectionery manufacturers and maple blenders who make cane and maple syrup. All these various industries require certain special sugar which must be uniformly made each time of the right grade of syrup so that the manufacturer will have no variance with the finished product. To do this requires a great amount of skill and special equipment as well as research work and the laboratory is considered a very important factor in maintaining a uniform product.

Since the farmers individually do not have a market for their syrup with the exception of a limited amount sold in gallon cans and practically no

HIGHLAND



100% Pure Vermont
MAPLE SAP SYRUP

is just ALL MAPLE

Ask for Highland
Brand at your
Neighborhood
Food Store

From the Maple Orchards on the
Hills in Vermont

Packed by

Cary Maple Sugar Co., Inc.

ST. JOHNSBURY, VERMONT

"The Maple Center of the World"

MAPLE GROVE



100% PURE VERMONT
MAPLE CANDIES
MAPLE SUGAR CAKES
MAPLE CREAM

Sold by leading dealers in all parts
of the country

MAPLE GROVE

INCORPORATED

St. Johnsbury, Vermont

market for their lower grades of syrup, the development and growth of the Cary Maple Sugar Co., Inc., in marketing maple products was a natural development.

Maple Grove, Inc., a wholly owned subsidiary of the Cary Maple Sugar Co., Inc., uses a vast amount of top grades of maple syrup in the manufacture of their maple sugar novelties and confections which are sold in every state in the union.

To facilitate deliveries a number of warehouse stocks of the finished Highland Brand maple syrup are maintained in strategic cities throughout the country as in addition to St. Johnsbury goods are stocked in New York City, Chicago, Ill., Salt Lake City, Utah, Seattle, Wash., Portland, Ore., Phoenix, Ariz., Los Angeles and San Francisco.

A corps of well trained sales representatives who solicit business throughout the country is assisted by advertising from time to time in national magazines and newspapers having a wide circulation so that today Highland Brand is featured by the leading food stores of the nation, endorsed by the best chefs of America, tested and approved by the Council on Foods of the American Medical Association and the Bureau of Foods, Sanitation and Health of Good Housekeeping Magazine and is therefore the standard of quality with the result that St. Johnsbury has been made "The Maple Center of the World."

It was John G. Saxe, a famous poet of an earlier day, who said that Vermont is famous for four things:

"Men, women, maple sugar and horses;
The first are strong, the latter fleet,
The second and third are exceedingly sweet,
And all are uncommonly hard to beat."

The wilderness transformed.
The heart of St. Johnsbury
Village 150 years after the
first settlement began.



THE Caledonian-Record this year reaches a century of continuous publication. And it is celebrating its 100th year with a series of birthday events which come conveniently in the 150th anniversary year of the founding of the town to make the celebration a universal one in St. Johnsbury.

Since the paper was established by Albert G. Chadwick who published the first edition on August 8, 1837 it has enjoyed a conservative, yet sound and healthful growth. Public interest and business demands were responsible for its becoming a daily, and as such it has been published regularly as an evening paper since Herbert A. Smith became publisher and took over the editorship in 1919.

The Caledonian-Record is one of the oldest continuously published newspapers in New England; and like most of the early papers the daily is the outgrowth of a weekly, the St. Johnsbury Caledonian.

From its earliest beginnings when Editor Chadwick published it "in the interests of the Whig party, the protection of American industry, the cause of temperance, and equal rights," the paper had grown to embrace all of the advantages of the metropolitan papers of the present day. It covers its broad field thoroughly, giving prompt and accurate news service, incorporating interesting and unusual features, vigorous and optimistic in its policies and with a well-trained local force, a large corps of out-of-town correspondents and up-to-the-minute news and picture services of the Associated Press.

Although it is 100 years of age, the paper has been under the management of only six editors during that time. For more than half that period the paper was controlled by one family, Charles M. Stone and his son, Arthur F. Stone.

Editor Chadwick published the paper from 1837 until 1855, and throughout his management across the masthead on every edition he carried these lines:

Here shall the Press the People's rights maintain,
Unawed by influence and unbribed by gain;
Here patriot Truth her glorious precepts draw,
Pledged to Religion, Liberty and Law.

In 1855 the Stone family took over the paper which they published regularly for 55 years, Charles M. Stone being editor and proprietor until his death in 1890. His son, Arthur, then became editor, a position he was to retain until he sold the paper in 1910 to Walter J. Bigelow. Editor Bigelow retained the publication until 1918 when he turned it over to William Dudley Pelley, the author, who relinquished his holdings after only a year's editorship, to Herbert A. Smith, the present editor and publisher.

The Caledonian had its beginnings in the old two story white house removed in 1897 to make way for St. Aloysius Church. The building successively housed Luther Jewett's apothecary, the Caledonian and the Cross Bakery. It was originally built by Major Thomas Peck for a tavern in 1799. Before Jewett's apothecary and the Caledonian occupied it, it was known as Willard Carleton's Tavern. Next door to the place, in 1845, Editor Chadwick built the beautiful Colonial home which still stands at the corner of Main and Winter streets.



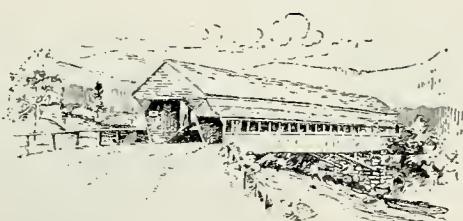
The Caledonian-Record office force. Front row, l. to r., Mrs. Marion Murphy, Mrs. Olive Gadapee, Mrs. Annie Moran, mechanical department; Mrs. Helen Desrochers, Mrs. Ruth Wheelock, Miss Elizabeth Fuller, business office; Miss Margery Griswold, editorial. Second row, Robert Caswell, Horace Emmons, Glenn Perry, mechanical department; Herbert A. Smith, Editor and publisher; Neal Phillips, advertising; Lowell Smith, Ralph Morse, editorial; Russell Wheelock, advertising. Back row, Edward Jarvis, Craig King, Willis Pye, Eugene Page, mechanical department; Dwayne Sherrer, Joseph Keilty, Richard Furbush, editorial.

Those of an architectural mind have said that this house is typical of its day, and being still unchanged from its original design, will, if not interred with, preserve for future generations a type of village architecture quite admired in its day.

While there were several small publications which pre-dated the Caledonian in St. Johnsbury, the most important but, however, short lived, was The Farmer's Herald, edited by Dr. Luther Jewett, who saw in apothecary work greater prosperity than in publishing, so forthwith gave up newspaper work.

Daniel Webster, an American statesman then interested in printing, came to St. Johnsbury in 1830 to study Dr. Jewett's style of work. The greeting of the distinguished statesman and the doctor was marked by the cordiality of old friendships still cherished by each, for they both had served in Congress together a few years before. When Dr. Jewett sold the Herald to Samuel Eaton, Jr., in 1832, the new editor changed the name to The Weekly Messenger and Connecticut and Passumpsic Valley Advertiser, a banner line which surely must have over-taxed the width of the sheet.

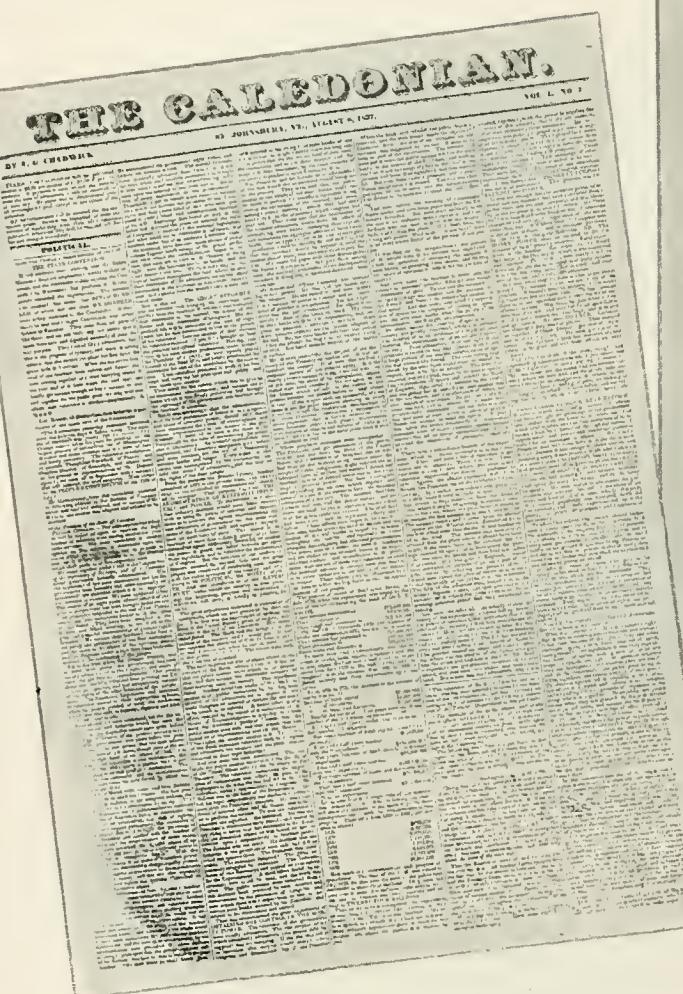
These early papers gave way to Editor Chadwick's weekly Caledonian in 1837. The Caledonian had great difficulty in its early days in getting subscribers because the powerful North Star, published at Danville, was the only paper of any age or influence in the county. Prospective subscribers expected that the Caledonian would go the way of all other St. Johnsbury papers before it, and little was their response when horsemen went out into the countryside with the first editions of the new St. Johnsbury weekly.



Danville and Peacham both were more important towns at the time than St. Johnsbury, and both had strong newspapers. The advancement of another paper in St. Johnsbury was regarded as an encroachment on the monopoly held on the county by the Danville and Peacham editors. A further obstacle in the path of the early Caledonian was the postage rate which at the time the paper was founded exceeded the yearly subscription price. Therefore many people looked upon newspapers as a luxury.

The Caledonian has survived three other papers established in the town: the St. Johnsbury Times which started up in 1869; the Vermont Farmer which was an outgrowth of the Times; and the St. Johnsbury Index which was revived with the properties of the Times and the Farmer. These three papers have been declared by St. Johnsbury historians to be "radical journalism for which St. Johnsbury is not a favorable field." The St. Johnsbury Republican is the only other local paper of note. It was absorbed and is still published by the Caledonian-Record Publishing Co.

The most distinguished graduate of the Caledonian office was Col. George B. M. Harvey, who came over from Peacham in young manhood to



The first Caledonian, published August 8, 1837. Note the absence of headlines, the custom of papers of its day.



The 3-column single page Caledonian published with a hand press during the 1927 flood.



A typical edition of the present-day Caledonian, a striking contrast to the Caledonian of 100 years ago.

1837

1937

100 YEARS OF SERVICE
TO NORTHEASTERN VERMONT

The St. Johnsbury

CALEDONIAN-RECORD

The Only Daily Newspaper Covering Northeastern Vermont

CELEBRATES ITS 100th BIRTHDAY

August 9, 1937

Complete Associated Press Wire Service
Associated Press Daily Picture Service
Correspondents in 40 towns of Northeastern Vermont
Associated Press Page of Daily Comics
One of the Best Sports pages in the State
Staff of Six Local News Reporters
Metro Cut Service free to Advertisers
Largest Daily circulation in a town of less than 10,000
inhabitants in New England

Daily Net Paid
Circulation
Over
5000
Covering
Caledonia
Essex and
Orleans Counties

MAKE RESERVATIONS

At Our Office

For Extra Copies Of Our

SOUVENIR CENTENNIAL EDITION

A Complete Historical Record of the Leading
Communities, Businesses, etc., of Northeastern
Vermont at Our Regular Price of 2c Per Copy.

The Lowest
Local Advertising
Rate Per
1000 Papers
Of Any
Daily
Newspaper
In
New England

1837

1937



edit the paper while Editor C. M. Stone enjoyed a trip to Mexico. This was in 1885 and in the years that followed Col. Harvey was connected with the Springfield Republican, the Chicago News and then on the editorial staff of the New York World. He then devoted his talents to the magazines, was editor of Harper's Weekly, owner and editor of the North American Review and founder of Harvey's Weekly.

Two government officials in Washington are former reporters, Congressman Ira W. Drew of Philadelphia and Walter W. Husband, former Second Assistant Secretary of Labor and still in this branch of the government service.

Among those who later became editors of Vermont papers are H. B. Davis who founded the Lyndonville Journal; John B. Chase, editor of the Lyndonville paper; Carl M. Fletcher, editor of the Swanton Courier; Elery J. Lyndes, editor of the Springfield Reporter and J. W. Sault, editor of the Ludlow Tribune.

Two veterans of the Civil war "stuck" type in the Caledonian office before entering the service. William H. Orne after the war was one of the founders of the San Francisco Post. Col. Alexander G. Hawes, a native of Barnet, was the last survivor of the John Brown raid in Kansas and one of San Francisco's leading business men. Casper R. Kent went from the composing room of this office to become foreman of the Free Press Printing Company in Burlington, and Jesse Gage, long foreman of the office, in his later years had a responsible position with one of the largest printing establishments in New England, Rand, Avery and Co. of Boston.

The Caledonian always has figured prominently in the romance of journalism in Vermont and is one of the oldest of the ten newspapers now publishing daily editions in the state. While it was founded in the interests of a political party, and has been strongly partisan through most of its career, under its present editorship its policies regarding politics are strictly independent.

As a daily publication it has advanced in public benefit and interest. With its modern conveniences it competes favorably with the largest metropolitan dailies. Its independent policies opens its columns to everyone. As an advertising medium and an employer of skilled labor it ranks very high. It has a trained local plant staff of 22 members, has more than 40 town correspondents giving regular news coverage in its broad field, and maintains an office staffed by three in Newport.

Its Associated Press printer service gives it instantaneous news coverage the world over, and by the same means important news from its field is sent to other cities and towns where newspapers subscribe to the service.

Whatever rank other St. Johnsbury papers failed to gain in the world of business and reader interest, the Caledonian-Record has filled to an overwhelming measure.

On August 8, 1937 it begins its second century of service to the community and Northeastern Vermont. The town and the Caledonian mutually will progress in the century to come as they have co-operatively in the century now closing.

Education



In this little frame building St. Johnsbury Academy had its beginning.



Ninety-five years after its founding, the Academy as it appears today. At the left is old North Hall, built in 1872. In the center is the new Colby Hall and at the right is Fuller Hall. From its portals have gone many men to world fame.

The Summer Street School which has served the community as a graded school for 73 years. For six years it also served as a high school. The high school was absorbed by the Academy.





E DUCATION has been a prime factor in the life of St. Johnsbury ever since the Fairbanks brothers founded St. Johnsbury Academy in 1842. As an educational center the town is enjoying a degree of fame. Its modern Academy, one of the finest in New England, is attracting students from many distant cities throughout the eastern part of the United States to both its regular classes during the school year and its special classes in Summer School.

One district school and the St. Johnsbury Female Academy preceded the Academy in the town. Today the old district school idea has grown into a magnificent public school system of 13 institutions and nearly 1100 grammar school pupils. The Academy registrations have increased to over 500 and two parochial schools boast a regular attendance of about 330.

Refining influences in the schools are a safeguard to youth. The continual increase in registrations ever since schools were first founded in the town have forever offered major problems which the town always was ready and willing to meet.

Before the close of this Sesqui-Centennial year, a special school committee is expected to complete plans for a magnificent new structure to replace the old Union School, more commonly known today as the Summer Street School. Likewise in this memorable year the Academy is giving impetus to its drive to have completed for its Centennial celebration in 1942 a new structure to replace North Hall which will give way to permit completion of the architectural group of which Fuller and Colby Halls form the southern half.

This project, hoped to be accomplished under its "ten year plan" ending in 1942, calls for an extension of Colby Hall and for a new gymnasium as the northern wing to balance the portal of Fuller Hall. The realization of this plan will provide wholly modern equipment adequate for a long way into the future. North Hall, doomed to go in face of this program, has been in continuous service since Thaddeus Fairbanks, inventor of the platform scale, built it with his own personal fortune in 1872 after his family had sustained the institution for thirty years. From 1866 to 1881 Thaddeus Fairbanks personally defrayed all expenses of the Academy.

The first Academy was a small frame dwelling built over for the purpose. This structure housed the school only one year and the following fall classes were held in a new building specially made for school purposes. This was the first building to be erected on the present Academy site.

On the Plain when this building was constructed were less than thirty houses. Besides these dwellings were some important institutions of the day, such as a meeting house, a drug shop, a district school, a hotel, a post office which was quartered in a store, and a printing office where Dr. Luther Jewett was publishing the weekly "Farmers Herald," a Whig party journal.

Doubts arose as to patronage of the Academy. When it was first planned only a dozen students could be counted on. Then there was a delay in getting someone to come to this section of the wilderness and take over the principalship and teaching duties. Finally in the late fall of 1842 a farmer's son of Derry, N. H., James K. Colby, was hired at a salary of \$700 and the

education which was to continue uninterrupted to the present day was begun. Prof. Colby was retained principal of the school for 23 years until his untimely death at the age of 54 years. He was universally honored and lamented. A tall granite shaft marks his resting place in Mt. Pleasant Cemetery.

The first Academy building served as a school for 25 years or more. Then Academy Hall and South Hall, a \$110,000 group, were constructed as a personal gift of the inventor of the platform scale. Academy Hall, commonly called North Hall, contained an office, a laboratory, class rooms and an assembly room. South Hall housed tenements for the instructors' families and 45 living rooms for students. This building was torn down to make way for the present Colby Hall, named in honor of the school's first teacher and principal.

Following Mr. Colby as master of the school, was Henry C. Ide, one of his own pupils. Mr. Ide later was United States Minister to Spain under President William Howard Taft. Elmer E. Phillips and Charles H. Chandler briefly held the principalship.

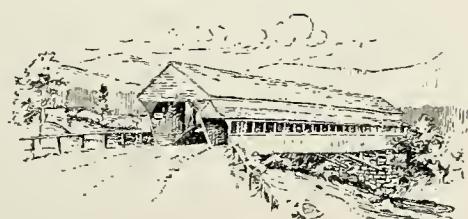
Then with the coming of the Rev. Homer T. Fuller in 1871, a new era at the Academy was begun. The confidence which his superior character and accomplishments inspired in the trustees led to the erection of the brick building so generously given to the school by Thaddeus Fairbanks in 1872. It was during the ten years that Mr. Fuller served as principal that out-of-state pupils began to come to St. Johnsbury for higher education.

Mr. Fuller accepted a call to Worcester Polytechnic in 1882 and later became president of Drury College. His position at the Academy was filled by his able assistant, Charles E. Putney who was to shape the course of the school for the next fifteen years. Then David Y. Comstock was master until 1906. He liberalized the school to some extent but not beyond the limits of the Academy's first motto, "Order is Heaven's first law," which has well defined the atmosphere from the time the words were first emblazoned across the original Academy building's east wall when Prof. Colby was master.

At the turn of the century the Academy annexed the old Business College then doing specialized lines of teaching in quarters on Railroad street. This was the beginning of the school's commercial department. The Academy celebrated its fiftieth anniversary in June, 1892, at Music Hall, long since gone but formerly occupying the corner lot at Main and Church streets where the Colonial Apartment building now stands.

The influence and impressions the old school has made on its students is attested to every year in the great number of graduates who return to the scenes of their early school days. Some of these older people have become so attached to the remaining old building that they undoubtedly will mourn its proposed demise within a few years for sentimental reasons. But they may find solace and pride in the fact that the old school principles still live and make the present progress possible; an expansion which will make its continued wholesome influence available to a larger percentage of the new generations.

The Academy has absorbed three other schools in its career, the old St. Johnsbury Female Academy, the public High School started in the present





Summer Street School building, and the St. Johnsbury Business College which operated in rooms on Railroad street.

Among its graduates St. Johnsbury Academy has an unusually large percentage of men and women who have distinguished themselves in world affairs. In fear of omission, only one will be mentioned here, Calvin Coolidge, President of the United States from 1923 to 1929. The Class of 1934 secured two young elm trees from the home of Mr. Coolidge in Plymouth and planted them in front of Fuller Hall with a small commemorative tablet near them.

The majority of the school's present day enrollment is made up of local students. Outside communities are responsible for 100 students enrolled. The proportion of nonresident students has crept upward in recent years and this increase will doubtless be approved by many of the elder alumni who themselves had their first experience away from home under the watchful care of the old Academy.

The mingling of local students with those from away has distinct advantages for both groups. It is not a cloistered retreat. It is in touch with the life of a vigorous New England community where its boys and girls can enjoy healthful and stimulating surroundings and good companionships.

The first public school in the town was built sometime just prior to 1800. From available facts it appears that more time was spent in moving the building from lot to lot up and down Main street than in the education of the children. While much was said at the time about finding pupils enough to warrant a school, it so happened that there were ample pupils to fill the building.

Originally it stood on Main street at the corner of Winter. For some unexplained reason it soon was moved southward several lots. Then a northward journey carried it way up to the foot of Mt. Pleasant street. Back it came on its next move to the corner of Main and Church streets. Back northward again it went, to a spot adjacent to Arnold Park. Then after all this moving about it finally came to rest on almost the spot originally intended for it.

A few years later a small school was erected on the south side of the Moose River, and was known as the Branch Ridge School. In this school a party of wounded soldiers returning from the war of 1812 stopped for the night, using the hemlock logs for pillows and the handkerchief of the school-teacher to bathe their injuries.

Although very few schools were built in the early days of the town, the people started a definite school program in 1795. They voted to make six school districts out of the town. Possibly it was two or three years later that the first school house was built. There seems to be no definite record on its construction. It was a district school in what the townspeople called "the city district," the city referred to evidently being the dozen homes on the Plain.

The border lines of these districts are difficult to define as the town is laid out today, but they went under the names, North West District, Corner District, South West District, City District, Middle District and North District. The North District extended to the Lyndon line. The Middle

District evidently referred to St. Johnsbury Center. The City District included the Plain but beyond that its boundaries are not known today.

By 1884 the town had grown to such proportions and its population so substantially increased that there were 16 districts and 30 very small district schools. This system became so complicated that the Legislature did away with it in 1892 and committed the management of schools to the several towns and authorized School Boards organized to operate the system. This very satisfactory method is still in force today.

The present Union School on Summer street was completed and dedicated on August 31, 1864. It was to serve as a primary school, an intermediate school and a high school. The high school idea lived only six years and the 27 students attending the classes were transferred to the Academy.

The school was built on land donated by the Fairbanks Company and was one of the finest in its day, boasting at the time "improved methods of heating by furnace, ventilation, and ample room for 400 pupils."

Preceding the present brick structures was one of wood constructed in 1856 but altogether too small for the needs. It was situated across the street from the school of today, on the west end of the present Summer Street Common. This structure, like the original school, went for a tour and came to its final resting place up Summer street where it was converted into an armory and later a dwelling house.

The Maple Street School was completed the same year as the brick Union School. The brick Portland Street School in Summerville was opened in April, 1900, to replace a smaller wooden two-story structure wholly inadequate for the increasing school needs.

Prior to 1870 the school age was from four to eighteen years. Since then it has been from five to twenty years. Up until 1895 there were ten grades; since that time pupils who have completed the required intermediate school work in good standing are given four years at the Academy. Since the beginning of the twentieth century Caledonia County has held priority over other counties in the state for literacy. This is explained to a great extent by the practice of continuous adoption of improved new methods of teaching in the schools of St. Johnsbury.

The present school authorities and teachers feel that the salvation of the future welfare of growing young men and women rests with the teachers more today than ever before. The teachers are finding themselves in a rapidly changing world. They are asked and required to change their methods and to adjust and prepare their work in a way considered impossible in even so short a time as five years ago. They are asked to study the individual child, rather than take the class as a unit.

The community is cognizant of the great changes being made in the educational field and is leading the competition for the best available teachers.

St. Johnsbury boasts two parochial schools, St. Gabriel school for boys, and Mount St. Joseph for girls. Both are in Notre Dame parish. They are old, well-founded institutions of high rating. This year 326 pupils are registered in the two schools.

St. Gabriel school has an interesting history. It was started by the



Rev. S. Danielou, the first resident Catholic clergyman in town. Fr. Danielou came here in 1858 and near the close of his 16-year pastorate he started the school.

In 1874, the Rev. J. A. Boissonnault began his long and efficient ministry. One of his early accomplishments was the completion of the school started by Fr. Danielou, and it was given into the charge of the Brothers of St. Gabriel. Fr. Boissonnault went ahead with plans for a girls' school and by 1882 had added the convent Mount St. Joseph to the parish. The convent was placed in charge of the Sisters of Notre Dame. Registrations at the parochial schools this year show: Boys, 157; girls, 169.

The town takes a deep pride in its only trade school, the Fairbanks Vocational School, which has rendered a long and envious service to the industrially inclined young men of the town. A great many of its graduates find work along specialized lines in the Fairbanks scale factory.

Although not a large school, its benefit to the community and to the young men of the community is inestimable. It is a part time trade school and depends upon co-operation with industry in order to be a useful educational factor. Thirty boys are apprenticed in industry this year. The total school enrollment is 46; 13 freshmen, 10 sophomores, 14 juniors, 8 seniors, and one enrolled for special work. One-third of the school's graduates over a period covering the past 15 years have regular employment at the Fairbanks factory. Fifteen per cent have left town but are working at trades for which they were especially trained.

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Public Buildings



MUSEUM OF NATURAL SCIENCE

The Museum is one of the Fairbanks benevolences. Its 10,000 square feet of floor space is filled with natural habitat groupings almost entirely under glass. Its priceless collections came from all parts of the world. The Museum has been placed at the head of all museums of its class in the country.



THE many public buildings which lend dignity and metropolitan atmosphere to the town, are dominated, perhaps, by the Museum of Natural Science and the St. Johnsbury Athenaeum, Fairbanks benevolences.

In recent years the Fairbanks Museum was placed, together with the Field Museum of Chicago, at the head of museums in the United States in their respective classes.

Dedicated on December 15, 1891, the redstone structure houses an herbarium, coin and stamp collections of great interest and value, a complete collection of bird life including the "birds of paradise," botanical specimens and a class room for visual study.

Henry C. Ide, who was governor general of the Philippines, brought home with him a priceless collection of things from those islands, which are housed on the upper floor; and here, too, are other exhibits of special interest, miniature Japanese villages, and other exhibits of foreign climes.

Seeing things to advantage in natural habitat groupings under glass has made for national recognition of the Museum. These beautiful exhibits attracted 32,865 visitors the past year.

In building the Museum, the main thought of its founder, Col. Franklin Fairbanks, was to give to the town that which would be of practical use in

Out of a wilderness grew St. Johnsbury's business district within the last ninety years. Here at the hub of things was only a trail to the Passumpsic River down what is now Eastern Avenue, prior to 1850. Railroad Street at that time was still unmarked forest. The center of things was the village on the "Plain." The coming of the railroad in 1850 followed closely by industrial development along the river led to rapid development of the present-day business district. Today it is one of the largest and most important mercantile centers in Vermont.

A hotel blazed the way for downtown development — the Passumpsic House in 1850.



Airplane view
of St. Johnsbury Center
village.



East St. Johnsbury on the
Moose River is a typical little
New England village.



connection with the schools, as well as to increase the knowledge of nature. Hence we find the largest and most complete collections of those objects near at hand, as for example, all of the New England flora, New England birds, butterflies and beetles. The Museum is but the door through which we can enter the wide field of science and beauty about us.

When its cornerstone was laid on July 4, 1890, Col. Fairbanks said in giving the Museum to the town: "I shall feel amply repaid for all I am doing if it will create in you an interest for these things and a desire to know more regarding the natural sciences."

He then filled the cornerstone with articles of his choosing. They included a copy of the Holy Bible, a program of the day's proceedings, signed photographs of the trustees, an Academy catalog of 1890, copies of the North and South Church year books, silver and copper coins of 1890 date and copies of each of the village newspapers.

The building is of Longmeadow red sandstone, along the lines of the Romanesque style of architecture. Its loggia forms a most unusual and beautiful entrance. The main hall, wherein are displayed most of the exhibits, has a unique barrel type ceiling of highly polished oak. The room is 30 feet in height. The woodwork throughout the building is of quartered oak.

When the Museum was completed it ranked as the best equipped in the State; it still holds that rank today. A dedicatory prediction that the Museum would attract students from all sections and become the center of scientific study, has been carried out to the fullest extent. From the lowest grades to those fitting the student for college, periodical classes at the Museum are looked forward to with great anticipation.

Vermonters who are interested in all good learning and all institutions that promote it, give congratulations on the establishment and continuance of this one, of which our state has reason to be proud, and from which we may expect great and lasting benefits to the interests of education, science and religion among our people.

The building has nearly ten thousand square feet of floor space. And while many of its smaller collections already have been noted, there are many larger ones. They include large numbers of quadrupeds headed by the bison and the moose, minerals, ores, gems and crystals to the number of several thousand, and the ethnological exhibit of implements of war or domestic life from all parts of the world.

In connection with the Museum, the United States weather bureau maintains a station there. Its rain cups and thermometers of various descrip-



In festive mood. St. Johnsbury has entertained many large conventions in recent years. Upon these occasions the town bedecks her buildings with gay decorations as a welcoming gesture and one of genuine community spirit.

ST. JOHNSBURY ATHENAEUM

A present circulation of more than 90,000 volumes attests the popularity of St. Johnsbury's library, another Fairbanks benevolence. The art gallery was added two years after the library was completed in 1871. The Fairbanks family wisely made a public library, in a sense, their mausoleum.



The Armory, home of Company D of the Vermont National Guard.

The Post Office, a modern structure of beautiful, yet simple design.

The St. Johnsbury Hospital (below, left) conducted by the Sisters of Charity of Providence. Brightlook Hospital (below, right) has associated with it a nurses' training school. The nurses' home is shown in the distance.





tions are set up outside and just to the rear of the building. From these instruments are computed twice daily the official temperature and precipitation in St. Johnsbury. These records are filed monthly with the Federal government in Washington. This station is the only official weather bureau in Northeastern Vermont. Power companies up and down the Connecticut river find the information invaluable in determining the extent of rainfall in the territory drained by the headwaters of the Connecticut and its tributaries.

The Fairbanks family wisely made a public library, in a sense, their mausoleum. Horace Fairbanks was the donor of the institution which was formally named the St. Johnsbury Athenaeum. It was opened to the public on November 27, 1871.

The Athenaeum was a pioneer in its field. It antedated the Carnegie era by about twenty-five years. Nowhere in Vermont was there a public library with a provision for its perpetual maintenance, or with a building so costly and well equipped. It was the first library in this part of the state.

The famous art gallery was not completed until two years later when it was decided to adopt the name Athenaeum. The combination of library and reading room with art gallery and lecture hall rendered appropriate the adoption of the name. It suggested more than a hall of books; it suggested much more appropriately a hall of learning. These lines suggested the name: "To encourage studies in literature and art the Emperor Hadrian founded an institution which he named the Athenaeum."

The St. Johnsbury Athenaeum has entertained men of world fame: Receptions were given in the Art Gallery to Henry M. Stanley after his memorable march into the Dark Continent; to George Kennan with Siberian shackles in his hand; to Commodore Robert E. Peary, discoverer of the North Pole, and his arctic dogs. From the portals of the Athenaeum, President Benjamin Harrison in 1891, and President William Howard Taft in 1912, addressed thousands who stood fronting the building.

About 8000 volumes were installed at the beginning. In due process of time this number more than doubled. At the last annual tabulation the library had on its shelves 26,350 volumes, and circulation during the last tabulated period covering 1936 amounted to 92,110 volumes, over nine books per capita of the population of St. Johnsbury.

The Art Gallery, completed two years after the library was opened, contains Bierstadt's Domes of the Yosemite as its central feature. When the decision was made to install the work in the new library here, New York papers deprecated its consignment "to the obscurity of a remote village in Vermont." Many other fine paintings by recognized artists adorn the Art Gallery and serve as a perpetual attraction to lovers of the art.

Athenaeum Hall, above the library, was intended to be auxiliary to the educational use of the library. The hall is used to serve the public benefit only, and no entertainment for personal profit has ever been admitted. Lecture series of an educational nature were given there for many years.

The first general collection of books in the town that might be called a library was that of Judge Paddock, the early settler so frequently involved in the chapters of this book. The judge was a voluminous reader, showing



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favoritism to his beloved law books and works on literature and history. Joseph P. Fairbanks, who as a young man began acquiring the best that could be had, owned a collection at the time of his death in 1855 which was considered the most valuable library collection in the town. He opened the first bookstore on the Plain.

Hiram Hall Ide of the Center Village, who died in 1839, had what is believed to have been the first circulating library in the town. He had a private library which he put into general circulation, the books being numbered and catalogued in an account book along with the names of the borrowers. At that time he was proprietor of a grist mill at the Center.

St. Johnsbury has had many public halls during its history, but many of these have vanished. It still is without a town hall, the National Guard Armory being utilized on town and village meeting days. A town hall was provided in the Court House building, opened in the winter of 1856. In later years it was not adequately large enough to handle the crowds and the meetings moved into the Armory after it was constructed in 1916. A few years ago the lower floor of the Court House was reconstructed and the old Town Hall was transformed into an even more dignified court room for the Caledonia Municipal Court.

The first public hall in the town wasn't a public hall at all. It was the home of Dr. Jonathan Arnold, the town's founder, who graciously turned over the use of his home on stated occasions for town meeting. For seventeen years all town meetings were held in dwelling houses, barns or taverns. The old Meeting House and Town Hall erected at the Center in 1804 provided a more suitable place for political and patriotic as well as religious assemblies for the next twenty-five years. In 1827 the meeting house on the Plain was built and as many public gatherings as possible were held there for convenience.

The first public hall for hire was Union Hall at the corner of Main and Central streets. The building, now occupied by a large grocery store and a few shops, is one of the landmarks of St. Johnsbury Village. The third floor, where the assembly hall once was, now is filled with apartments.

Perhaps the old public hall closest to the hearts of the people of its day was Music Hall. This public gathering place was located on the plot where the Colonial Apartment building now stands. It formerly was the second North Church, moved across Church street for conversion into a public hall. The old church was purchased in 1877 by Horace and Franklin Fairbanks. Some years later, in 1883, \$14,000 was raised by public subscription to make the place into a fine hall and on November 20 of the following year Music Hall formally was opened.

Bertrand's Hall, now a hotel, had a colorful early history, although it is by no means old. It was constructed in 1909 by J. E. Bertrand on upper Railroad street to be used as an armory for the National Guard soldiers and a public hall. The place was opened with a colorful ball on January 7, 1910. Gov. Prouty and his staff, and many other state officers were among the distinguished guests.

The Court House was erected in 1856, the same year that St. Johnsbury became the county seat after Danville had had the distinction for sixty years. Construction was started in May and the work was completed in time for the December term of court to be held within its spacious walls. The cost was \$14,200. It previously was planned to spend \$13,000 on the structure but even in those days budget limitations were sometimes broken.

The location selected was the site of the old village burial ground, deeded to the community years before by Jonathan Arnold, the town's founder. The bones of Arnold, his wife, and several children had to be reinterred in Mt. Pleasant Cemetery before construction of the Court House began. Arnold was a man of democratic mien and he arranged to have the body of his faithful negress servant, Ruth, laid to rest in his own family plot.

The removal of those sleeping beneath the sod was not an extensive one, so far as clearing the land for construction purposes, because of the fact that many already had been moved to Mt. Pleasant, a much more beautiful spot, shortly after it was opened in 1852. The village cemetery had become more or less unsightly from over-crowding and neglect. Its tangles of brambles made upkeep impossible. The opening of Mt. Pleasant led many families to remove their dead to that more attractive spot. This practice had been going on for three years before the village took over the property for the Court House and supervised the removal of the remaining dust.

With the ground clear, work on the building got under way in the late spring and was completed in early December. To secure architectural features not possible under the specifications and budget limitations, individuals in the town subscribed an additional \$1200. The building is of brick with brown stone trimmings in the Italian style.

Thirty-three years after its completion important improvements were made on the interior, and in an annex on the east side a large vault was installed for records and documents of an official nature. This work was completed in 1889.

A few years ago renovation work on the interior architecture wiped away the old town hall and in its place left a Municipal Court room, judge's chamber, state's attorney's office and two jury rooms. Workmen prodding around outside dug up a bone of some early settler, accidentally left behind when the old bones were being removed to their present resting place in Mt. Pleasant Cemetery.

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St. Johnsbury

The St. Johnsbury Municipal Airport is an immense project covering approximately 150 acres and is owned entirely by the Village. It has two completed runways of considerable length and width, and two more runways which may be quickly developed when demands of air travel require it. It has a modern all-steel hangar of a size suitable to accommodate fourteen average sized planes.

The runways are on a broad plateau some five miles north of St. Johnsbury Village and adjacent to the Lyndon town line. The track was densely wooded when the site was first selected in the early days of 1934. Within a month clearing of the land for construction of the big port had begun. The work has gone along almost continuously ever since with federal relief funds and money from the village treasury voted by its citizens.

The total cost of the airport up to and including the period ended May 4, 1937 was \$78,350.61. Of this amount \$65,114.21 was provided by the federal government and \$13,236.40 by the village. A further break-down of these figures shows that the federal government, under its Civil Works Administration granted \$6,277.20; later under the Vermont Emergency Relief Administration \$55,233.66 was spent by the government, to which figure the village added \$3,262.67; and under the Works Progress Administration, federal funds of \$3,603.85 were expended with \$1,239.51 of village money.

The spacious steel hangar was entirely paid for by the village. Its total cost was \$8,619.61. The village also paid \$114.61 for airmarking on rooftops at convenient points in the country surrounding St. Johnsbury as an aid to airmen as they approached the town from a distance.

There have been times when nearly 200 relief workers have been employed on this project; at other times the number dwindled as low as 25. Motor graders, gasoline shovels, tractors and many trucks were engaged in the work.

More than three years' work has produced as fine an airport as can be found in Northern New England. Its runways are conveniently long enough for the biggest planes and they have been thoroughly tried by large passenger ships, heavy U. S. Army planes and a great many private ships. The runways have natural draining qualities and in the winter they are kept open by village plows.

Although St. Johnsbury people are reluctant to declare the airport complete, in view of its great development possibilities, for all practical purposes and present demands it is in splendid condition for all types of land ships, and therefore its dedication in connection with the town's Sesqui-Centennial celebration was unanimously declared in order.

The first ship to land on this field was owned and operated by Pilot Ralph Stancliff of St. Johnsbury, who now operates a flying school there and makes the port a popular one with his air taxi service. Pilot Stancliff flew in and landed on the North-South runway August 10, 1934. He also made the first take-off from the field on the following day. The first two local passen-

St. Johnsbury Municipal Airport

Air markers throughout the north country direct flights to this field, one of the largest and best in this section of New England. The port was literally hewn from the forest and represents an outlay to date of about \$80,000. There still is work to be done. When it is completed St. Johnsbury will have an airport representing \$100,000 and unsurpassed in Northern New England. Its two completed runways can accommodate the largest planes. Two more runways have been plotted and may be quickly developed when demands of air travel require it. The all-steel fire-proof hangar houses 14 planes. The port is open twelve months of the year.



Lieut. Stetson M. Brown, U. S. A.
of St. Johnsbury
in whose memory the
airport is dedicated



To Lieutenant Stetson M. Brown

O Youth! Who late on thundering wing
Rode roaring through the sky,
Who exuberantly raced the wind
And passed the white clouds by;
Thou—Youth, with silver wings just won,
And future all untried,
Whose life was scarcely yet begun—
Men say that you have died.

But you—with now unfatal wing—
Speed o'er God's airways far,
While we walk weeping here below
You rest upon a star.

Forrestine Duke McCormick
(Reprinted from *Hill Trails*)





gers to take off from the airport were Raymond W. Flint, who was instrumental in locating the site, and Town Manager Charles S. Sumner.

The first army plane to land at the airport was a huge Keystone bomber piloted by a local boy who was Lieut. Stetson M. Brown. The second army plane to land there was piloted by Lieut. Samuel Perham Mills of South Ryegate, but considered somewhat a St. Johnsbury boy by virtue of his years spent at the Academy.

The airport has at the present time two completed runways. There is a North-South runway 2300 feet long by 350 feet wide, and an East-West runway 1750 feet long by 350 feet wide. Both of these when fully completed will be 500 feet wide. There is a staked out and proposed Southwest-Northeast runway 3700 feet long by 350 feet wide, and a Southeast-Northwest runway 1800 feet long by 400 feet wide. By constructing a small dam to the West of the airport runways, a small valley could be filled by water making a hydroplane base.

Actual work on the airport project began on February 5, 1934, by a survey party headed by John M. Perham and eight men. The field was located on January 12, 1934 by Carl E. Merrill and Raymond W. Flint. It was visited on January 14, 1934 by Capt. Earl Daniels, Mr. Flint and Mr. Perham to give the site a thorough inspection. At a special village meeting on January 26, 1934 the citizens unanimously voted to undertake the airport construction program.

Official survey work got under way on February 5 of the same year with the snow over the area four feet deep. The plans were presented to the State Committee on February 17 of that year and were immediately approved. Then the gigantic task of clearing the land was begun on March 1. It was considered at the time a remarkable feat that it was possible to land a ship there as early as August 10.

Since that first landing the citizens of St. Johnsbury have grown in airmindedness as few other localities have. They supported the airport proposition to keep St. Johnsbury abreast of the times and to always keep it on an equal, commercially and industrially, with metropolitan centers.

DEDICATORY

The St. Johnsbury Airport is dedicated as a memorial to Lieut. Stetson M. Brown, the first St. Johnsbury young man to enter the air service of his country, and who died in a crash while performing the duties of that service.

The Skalds, a literary society to which Lieut. Brown belonged, many of whom were his life long friends, have erected a memorial to the flier at the airport. A bronze tablet in a huge boulder marker reads as follows:

This field is dedicated

as a memorial to

Lieut. Stetson M. Brown, U. S. A.

who crashed April 5, 1936

Presented by the Skalds

Lieutenant Stetson M. Brown was born in St. Johnsbury on June 20, 1910. He attended the graded schools and was graduated from the St. Johnsbury Academy. At Norwich University, at Northfield, he was a member of

Sigma Alpha Epsilon and received the degree of Bachelor of Science in Electrical Engineering, and his commission, also, of Second Lieutenant in the United States Cavalry Reserves.

In 1933 he was transferred, at his own request, to the Field Artillery. In March, 1934, he was accepted at the United States Air Corps Flying School at Randolph Field, Texas, where he began his training in aviation, progressing to Kelly Field and graduating the following year. At the end of a year's advance training at Langley Field, Virginia, he was commissioned, February 29, 1936, Second Lieutenant in the Air Corps of the United States Army Reserves.

On April 5, 1936, Lieutenant Brown was returning from Cleveland, Ohio, bringing with him his friend Cadet Paul Amespaugh, whose leave of absence had expired, when they and the three men with them were overtaken by that storm which a few hours later took hundreds of lives in its path through Georgia. Their plane crashed in the terrific wind, sleet, fog, and darkness on the side of a mountain at Fredericksburg, Pa.

His commanding officer wrote of him, "I knew Stetson as a cadet and also as an officer. He was an energetic, fearless, and excellent pilot, and had the characteristics of an excellent officer. Not only in our hearts but in the Air Corps does his death leave a gash. We Air Corps men all revere those who have gone before us, especially one who was as well known as Stetson. He died as a true Air Corps officer, in his plane, trying to save the lives of his fellow passengers and the plane itself."

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H. Stanwood Brooks	Edward R. French	New England Tel & Tel. Co.	Searles & Graves
Jonas H. Brooks	G. C. Frye	Nolin Bros.	Sears, Roebuck & Co.
Calvin E. Brown	Gauthier's Pharmacy	Northern Cadillac Co.	Arthur E. Smith
Harold P. Brown	Goldberg's Auto Service	Alvin C. Noyes	Homer E. Smith
Burleigh Optical Co.	C. H. Goss Co.	A. B. Noyes Agency	W. W. Sprague & Son
Caldbeck-Cosgrove Corp.	L. L. Grant	Hiram P. Oliver	Star Theatre
C. A. Calderwood, Inc.	W. T. Grant Co.	P & M Fruit & Produce Co.	G. E. Stevens
Caledonian-Record Pub. Co.	The Great A & P Tea Co.	Palace Theatre	A. B. Sunbury
James A. Cannon	Green Mountain Fruit Co.	Palmer Bros.	Swift & Company
A. I. Caplan	The Grey Shoppe	George H. Palmer	Tempered Maple Prod. Co.
Cary Maple Sugar Co.	O. Dean Hale	Parker Drug Stores, Inc.	Twin State Gas & Electric Co.
Citizens Savings Bank	Lyman K. Harvey	Passunipscic Savings Bank	Irving H. Ward
Fred R. Clifford	The Henault Press	The Peck Company	Z. S. Waterman
Concord Candy Kitchen	Hovey & Chandler	Tom F. Phillips	James S. Weeks
Converse Sales & Service	James A. Impey Agency	Porter, Witters & Longmoore	Weiner's Dept. Store
Coombs Vulcanizing Co.	Jackman-Butler Corp.	Purina Mills, Inc.	Walter A. Wesley
A. E. Counsell & Son	Jenks Studio	James A. Ramage	B. A. Wilcox
The Cowles Press, Inc.	A. S. Juneau, Inc.	H. W. Randall	Fred M. Willey
Craft Transportation	L. P. Leach	Morton J. Reed	Willoughby Diner
Dr. E. A. Cramton	L. E. Leclerc & Son	Reliance Electric Co.	F. W. Woolworth Co.
C. H. & Geo H. Cross Co.	Lurchin & Lurchin	R. A. Renfrew	

SERVICE PLUS SECURITY

Clay Tablets found in the Mesopotamian desert tell the interesting story of the banks in the city of Babylon—the first in history. Forty centuries ago silver, and later gold, was the medium of exchange, and these ancient banks rendered the same service to the people which banks today perform, though in greater extent and diversity, in every civilized nation on the globe. Centuries of progress attest to the service and safety of their banking institutions.

St. Johnsbury's Four Banks

In 1850 our town had barely 2000 people, but the industrial and commercial development of the growing community warranted the establishment of its first bank. This was the Passumpsic Bank which started with 4357 stockholders in six counties. Its seven directors came from Barton, Lyndon, Newbury and St. Johnsbury, and Joseph P. Fairbanks was its president. In 1852 a charter was granted the Passumpsic Savings Bank. For the next six years these two financial institutions occupied the same rooms on Main street and had the same cashier, Edward C. Redington. The Passumpsic Bank ceased doing business in 1864, but the Passumpsic Savings Bank has since continued as a purely mutual savings institution.

The National Banking act of 1863 permitted the organization in 1864 of the First National Bank with Luke P. Poland as its first president.

The mercantile development of Railroad street contributed to the establishment on that street in 1875 of the Merchants National Bank with Col. Frederick Fletcher as its president.

Chartered under the Vermont law the Citizens Savings Bank and Trust Company started in rooms in the Avenue House block in 1887 with Jacob G. Hovey as its president.

Today these four banks occupy the ground floor of four of the attractive and substantial brick buildings in our village, and their service through the years has been a notable contribution to the growth of St. Johnsbury. And added to this varied and courteous service is the sense of security their depositors have as they realize the safety of their money kept in the burglar proof vaults. Through eras of prosperity and adversity — and there have been some of both — the St. Johnsbury banks have stood the test and today their total assets are

\$13,065,000.00

These four St. Johnsbury banks wish all that sense of contentment and security that comes to those who do not put their trust in money, but put their money in trust.

First National Bank

Passumpsic Savings Bank

Merchants National Bank

Citizens Savings Bank & Trust Co.

Banking institutions in St. Johnsbury date back to 1849 when the Old Passumpsic Bank was chartered. It did not start business, however, until May 1, 1850. Every attempt to establish a bank in St. Johnsbury was foreshadowed by serious obstacles put up by bankers in other towns unfriendly toward the idea, and in the meantime general business in the town had to climb the hills to Danville for banking privileges.

The original Passumpsic Bank started business in a two-story and a half frame building built for the purpose on Main street where the Municipal Building now stands. Part of the building was arranged for living accommodations of the cashier's family. To give an idea of the great need of a banking institution, there were 4357 subscribers who bought 6926 shares at \$50 to get the institution into operation.

Thirteen years later, under the National Banking Act of February 25, 1863, it became necessary to re-organize, and the result was the establishment of the First National Bank. The affairs of the Old Passumpsic Bank were satisfactorily wound up and it went out of existence. The First National Bank bought the same building and carried on its business there until it moved to the location where it stands today.

In 1853 the Passumpsic Savings Bank was organized and did business in the same rooms of the Old Passumpsic Bank for six years. It then transferred its location to the Union Block, still standing at Main and Central streets where it utilized a corner of a store. It moved across Main street briefly but later came back to the Union Block location. In 1879 its business had increased so substantially that it opened rooms over the Bingham Drug Store.

There was a continued steady growth in business and in 1885 the bank erected for its use the commodious Passumpsic Bank Block where the institution continues to do business today.

The First National Bank continued to do business at its original location until the big brick block at the corner of Main street and Eastern avenue went up. Then it moved across the street and has prospered in that location ever since.

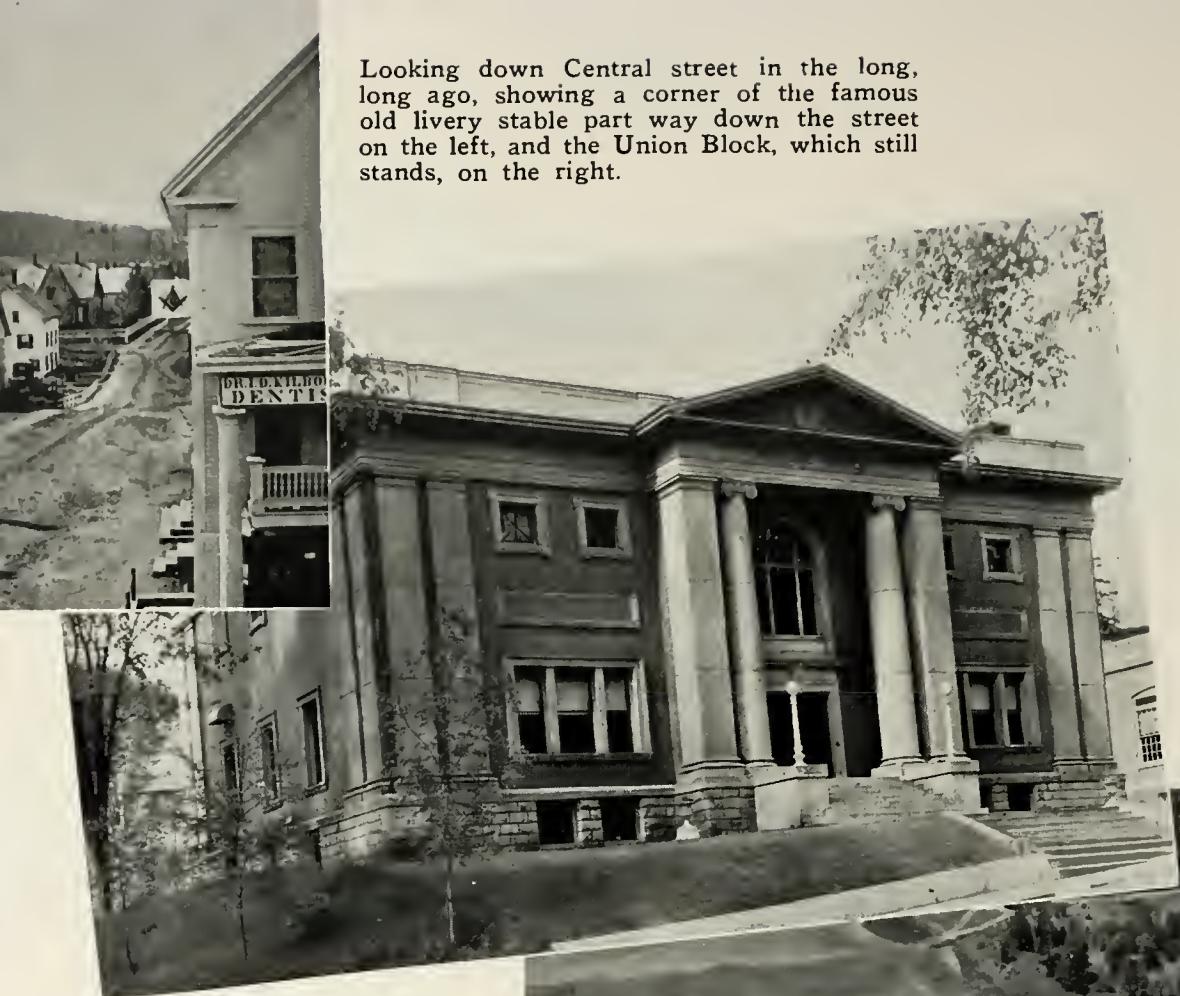
President Homer E. Smith of the First National Bank is the dean of St. Johnsbury bankers. He was named president in 1893 and has been actively engaged in the work ever since.

The Merchants National Bank on Railroad street started business in 1875 when Railroad street "grew up." Business was begun in the block which the bank soon after purchased. It was wiped away by fire in 1892 but its new building was built up over the vault which withstood the blaze and saved, undamaged, everything within it. The present bank was recently remodeled and has large well-furnished rooms for its increasing business.

The Citizens Savings Bank & Trust Co. started business in a small way in a little room in the old Avenue House on February 1, 1887. In 1893 it was so sound financially that it bought the Ward block site where it now stands, paying the highest price per foot ever paid for land in the town. It erected the Citizens Bank Block and the banking rooms were considered the best in the state. The block was swept by fire in 1909 but the subsequent rebuilding made the new better than the old. Again in recent years the bank underwent remodeling and it still stands as a high type of banking institution.



Looking down Central street in the long, long ago, showing a corner of the famous old livery stable part way down the street on the left, and the Union Block, which still stands, on the right.



The Masonic bodies once occupied rooms in the Union Block (insert) but today they occupy their own Masonic Temple, a beautifully appointed structure on Eastern Avenue. The Temple (left) was dedicated on July 29, 1913. The cornerstone was laid in the fall of 1912.



For a sporty course and beautiful scenery, the St. Johnsbury Country Club is unsurpassed. In the restful quiet, just outside the village, it attracts its large membership and many visitors for hours of genuine relaxation. Here is a partial view of the 9-hole course in the vicinity of the club house.

The Club House, where many social activities are held.



St. Johnsbury has a very active lodge of B.P.O. Elks. They occupy this commodious home on Railroad Street. In it is a dining room, a spacious lounging room and many recreation rooms.



Railroads

MIIGHTY locomotives which bring trains in and out of St. Johnsbury daily over all four points of the compass bear little semblance of the "iron horse" which labored into town on November 28, 1850 dragging behind it the first train of cars to come here.

The trip started in Boston and there were many stops to reload the wood box. Although St. Johnsbury was well back from the metropolitan centers in those days, the rail lines made an early reach for it and regular passenger train service was inaugurated here within 18 years after the first train was operated in New England.

Some time before the railroad was considered, serious talk was had of a canal that might connect the Connecticut River with Lake Memphremagog and run through St. Johnsbury. The plan had so far advanced that a general meeting was held in St. Johnsbury for all citizens in the Passumpsic River valley and the investment in stock of such an enterprise was regarded with high favor. The sentiment was strengthened a few months later by the arrival in Wells River of a steamboat, the John Ledyard, from Hartford, Conn.

The first train in New England was run in 1832 on the short trip from Boston to Lowell, Mass. There was talk of extending the line eventually to Albany, N. Y., and branching it off to run up into New Hampshire and Vermont. Of the proposition the Boston Courier, a newspaper of the day, said editorially in an attempt to discourage the plan: "The project of a railroad from Boston to Albany is impracticable, and everybody of common sense knows it would be as useless as a railroad from Boston to the moon."

Modern science has not yet devised a means to get to Mars or the Moon but the railroads came, and continued to come, and today St. Johnsbury enjoys the services of four separate lines; the Canadian Pacific, the Boston & Maine, the Maine Central and the St. Johnsbury & Lake Champlain. Its first road, inaugurated in 1850, was operated under the name of Connecticut and Passumpsic Rivers Railroad. This now is the Boston & Maine. The St. Johnsbury & Lake Champlain road, prior to July 1, 1880, was the Vermont Division of the Portland & Ogdensburg railroad. The old P. & O. turned out to be a poor investment and the Vermont section, or that part west of St. Johnsbury, was taken over by the St. J. & L. C.

Crowds like those in later years which gathered to see the first airplane gathered around to see the first train from Boston pull in on that November day in 1850. The train arrived at 4.30 P. M. There was no formal ceremony but the throng had a wonderful time inspecting the iron monster and the passenger cars which were still considered a novelty even in some of the larger cities.

In a short time there were four locomotives operating regularly over the line. They bore the names: Caledonia, Orange, Orleans and Green Mountain Boy. The coming of the railroad signalled a building boom down what is now Eastern avenue and the present business section of Railroad street. A passenger depot and freight shed went up. The village laid out Eastern avenue and Railroad streets with an eye to convenience and proximity to the railroad station. There was practically nothing east of Main street when the

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WE HAVE SERVED NORTHERN NEW ENGLAND FOR OVER
ONE HUNDRED YEARS

railroad came. In twenty years there were more than 200 buildings standing on the new streets.

Two years after the opening of the railroad Col. George A. Merrill became its superintendent and built the brick octagon house on Eastern Ave.

The Canadian Pacific in the meantime was working its lines southward and in due time they reached to St. Johnsbury and Woodsville and the first Air Line express came through in 1874. This crack flyer remains today. St. Johnsbury is one of its important stops, being about midway between Boston and Montreal.

While the rail lines connecting Boston and Montreal were being laid, the seacoast at Portland, Maine, was being linked with Ogdensburg, N. Y., with an east-west road. This, too, was to run through St. Johnsbury. It was at this juncture that St. Johnsbury became an important railroad center in northern New England.

The last rail on the P. & O. was laid at Fletcher, Vt., about thirty miles from Swanton, on July 17, 1877. A special train left St. Johnsbury on that day at 9.15 A. M. containing the officers of the road and some invited guests, to the number of about 100. The locomotive "Swanton" was engineered by Alanson Burt.

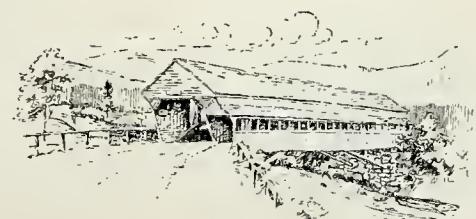
The train with its four cars loaded with passengers, traveled the 68 miles to the spot where the final rail awaited to be laid. Another train load of enthusiasts had come from the other end of the line in Swanton. After preliminary ceremonies, Erastus Fairbanks, Civil War governor of the state, drove the last spike and the congregation thereabouts joined in singing: "Praise God from whom all blessings flow."

With the completion of the road there was an immediate and gratifying reduction in freight rates to and from St. Johnsbury. The price of coal dropped and the towns along the line welcomed the easier contact with the business world. As an investment proposition, however, the new road failed to reap the harvest that was anticipated. The construction, up-keep and running expenses were unexpectedly heavy. The indebtedness increased and the bonds and stocks depreciated. Litigation arose, a receivership was appointed and reorganization was effected under the name of the St. Johnsbury & Lake Champlain Railroad, which assumed management July 1, 1880.

Three years later the brick railroad depot was constructed. Railroad property at that time included the passenger depot, freight shed, a car house, a wood house, semi-circular engine house with pits for five engines and three double dwelling houses. The repair shops there had burned in 1866 and rebuilt in Lyndonville.

The town was beginning to prosper well from the railroads. The opening of the first road in 1850 caused a demand for better hotel accommodations, and the St. Johnsbury House was erected on the Plain and the Passumpsic House, now the New Avenue House, was built in the downtown section.

St. Johnsbury became the Vermont terminus of the Maine Central in 1912 through the purchase by that road of the 23-mile link between the Connecticut River and the town. The Maine Central took over all that section of the old P. & O. east of St. Johnsbury to Portland.



ST. JOHNSBURY HOUSE

1851



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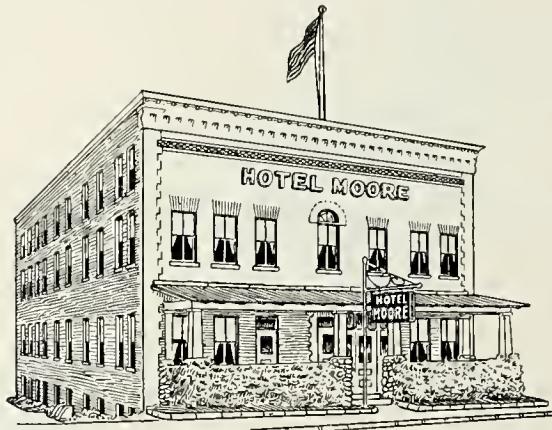
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Hotels

St. Johnsbury has three commodious hotels open the year 'round and each is in a convenient part of the village. Downtown is the spacious brick New Avenue Hotel which dominates the business district and is regarded as one of the outstanding landmarks of the town. At the north end of the business district is the Hotel Moore, popular with all classes of visitors, and uptown, on the Plain where the earliest town history was made is the familiar and broad portalled St. Johnsbury House.



Stately, dominating the business district, the New Avenue Hotel is on the site of the old Passumpsic House, built in 1850.

The broad portalled St. Johnsbury House retains much of its old New England quaintness. It was built in 1850.



A newer and smaller hotel is the Hotel Moore at the edge of the downtown business district.

Maple Grove Inn, the beautiful old home of Gov. Erastus Fairbanks, now is used as a summer hotel.





Everything that has been said about New England hospitality might well apply in double measure to these well-known Vermont hostelries. Vermont hospitality, unique in its friendliness, is everywhere in evidence. Accommodations are neat, clean and comfortable and visitors spread the best advertising available with their tales of welcome and warm treatment they receive when stopping at these hotels.

Maple Grove Inn, the beautiful old home of Gov. Erastus Fairbanks, has been converted into a summer hotel as a one season enterprise. This place has many of its visitors return year after year for the quiet seclusion and homey atmosphere.

Guests at some of the earliest St. Johnsbury hotels sometimes had a rather rough time. Both these incidents happened at the Inns at East Village: Transients going out after dark in those early days had to carry torches to scare away the wolves. Few ventured outside unless it was absolutely necessary. A pack of Indians called at one of the Inns late one afternoon. They asked permission to pitch tents nearby. The request was granted but they decided to wait until the next day. So they rolled themselves up and went to bed—all over the hotel floor.

The first Inn in the town was on St. Johnsbury Plain, somewhere near where the Academy now stands. It was built in 1790 by Dr. Lord and became known as Lord's Inn. The steep grade down over the incline to the Barnet road became Lord's Hill. Dr. Lord's house was his own personal residence with quarters for travelers and strangers just arriving in the settlement. Occasionally Sunday meetings were held there.

The old two story white house removed in 1897 to make way for St. Aloysius Church, was originally built by Major Thomas Peck as an inn in 1799. Within ten years it was known as Willard Carleton's Tavern. The tavern later was sold and was converted into a business block which in succession housed Luther Jewett's apothecary, the old Caledonian printing office, and last, the Cross Bakery, now doing business on Railroad street.

The Bend, that crook in Main street between Central street and Eastern avenue, had become the center of business activity in the town by 1800 and was the natural site for a hotel. A German by the name of Henry Hoffman put up a tavern near the site of the St. Johnsbury House about that time. About 1810, Capt. John Barney built a new tavern on the site of Hoffman's. This was successfully operated for many years and was moved back when the St. Johnsbury House was built in 1850 to form its rear annex. It was said of the time, that the St. Johnsbury House had everything on its bar from potato whiskey to French brandy. It was said of the host, "He mixed toddies with a mild satisfied air, and stabled horses in a determined way; while the ample and jolly landlady beguiled the traveler with fried sausage and gossip."

The first tavern in Center Village went up in 1812. A few years later it was succeeded by a larger and better one, with bar room and dance hall. This old tavern, now a dwelling house still stands, the last house out of the village on the right going north, at the bend in the highway.

East Village had two taverns operated by Capt. Silas Hibbard and Josiah Gage. Hibbard's place was made of brick and when Gage complained that he should be assessed more taxes because of that fact, Hibbard offered to swap taverns with him. This they did but Gage bought his old place back again in four years. It was at these taverns that the wolves and Indians made things a bit unpleasant for the more discriminating guests.

The house changed ownerships several times in its early years. Finally it came into the hands of S. K. Remick of Hardwick. He made extensive additions and repairs and finished off stores. An old history of Remick's management relates: "He began with furnishing liquor which he considered a necessity in a good hotel. It did not prove profitable financially; after losing more than \$1000 in payment of fines and facing liability of a lodging in jail for the next offence, he closed out liquor dealing entirely, conducted a strictly temperance house and made \$20,000. From that time on he stoutly challenged the popular saying that a hotel could not be made to pay without rum."

In 1867 he sold the Passumpsic House to Jonathon Farr of Waterford for \$12,000. This was considered at the time a notably profitable deal in real estate. O. G. Hale, a later proprietor enlarged the building to four stories high. In 1875 it became known as The Avenue House. B. G. Howe became sole proprietor for the next 22 years.

In 1891 Howe built Howe's Opera House, connected with the hotel. Five years later The Avenue House was destroyed in a disastrous blaze involving a loss of \$60,000. It was immediately rebuilt of brick as it now appears. In 1901 it was sold to the late Matthew Caldbeck and sometime later the opera house was dismantled and converted into apartments for rental.

(Continued on page 101)



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Churches

MUCH can be said relative to religion and church life in St. Johnsbury. Not so much because the typical New England town is liberally dotted with twelve church edifices, but moreover because they stand for a hard fought victory.

In the early days those of a religious nature had a difficult time trying to convert their townsmen to their way of thinking. Irreligion was prevalent everywhere. Although a combination church and town hall was raised at Center Village in 1804, it was many years later before there was any semblance of regular church services.

When the time came for the First Church Society to be formed, there were only 19 men and women in the town who professed Christianity to an extent to become members. Then for the next 23 years the church was without a pastor — except for a two-year period between 1815 and 1817. A good preacher by the name of the Rev. Pearson Thurston came here to tend the little flock but the hardy climate was too much for him to endure and he was forced to resign.

The church had no steeple, no heating apparatus, and no chimney. Old records of the early services tell of the bitter cold Sundays when the congregation sat wrapped in all the available clothing they could accumulate to keep from freezing to death. A Lieut. Pierce lived nearby. He was favorable to the church idea and he did his best to make the congregation comfortable. Sometimes he furnished heated foot stones. On other occasions the services would be held in his home.

This famous old church still exists as the First Congregational Church. In the olden days it was situated high on the wind-swept hill west of the Passumpsic river in Center Village. In 1845 it was taken apart and moved to the center of the village where it was reassembled on the spot where it now stands. This year the old church is feeling the ravages of time and the townspeople, moved by sentimental connections, are planning to rejuvenate its old timbers and restore it to its former strength.

The first attempt to raise a church in St. Johnsbury was made in 1794. The attempt failed. It was customary in those days for towns to vote taxes for the raising of churches and the preaching of the gospel. The matter was brought up before Town Meeting but was quashed with a resounding "no" vote. As if to declare its independence of the old New England traditions, the town voted "no" on the proposition year after year.

For some reason which history does not record, the town actually voted money for religious purposes on the fourth or fifth attempt, but before the church people got around to start work on a building the time for another town meeting came and the proposition was voted down again. It appeared that all hopes for public support were lost. In another two years the Christians got out a "yes" vote again, only to have it rescinded before those religiously inclined could profit by it.

At the end of ten years there was a compromise. The town was badly in need of a public meeting place to be used as a town hall. So the good folks and those inclined otherwise, joined hands and voted a combination town hall and place for public worship. The church people lost no time after this vic-

St. Johnsbury frequently is referred to as the "town of many churches." From humble and difficult beginnings the churches have grown to embrace almost every denomination.

1. The North Congregational Church



2. Grace Methodist Episcopal Church



4. The South Congregational Church



5. The First Congregational Church at St. Johnsbury Center, the "mother church" of the town, constructed in 1804 as a combination town hall and house of worship.



3. The Advent Christian Church



6. Notre Dame des Victoires Catholic Church



The town is typically New England in this respect and the number of its churches, in percentage of population, is among the highest of the country. All are in a sound financial condition.

7. St. Aloysius Catholic Church



8. First Church of Christ, Scientist



9. St. Andrew's Episcopal Church



10. The East St. Johnsbury Congregational Church



11. Union Baptist Church





tory to rush through plans for the raising of the building. This finally was accomplished in 1804.

The building was fitted out with 76 pews, 51 below and 25 in the gallery. The pews were sold at auction. The purchasers were of different denominations and with the ownership of the pew went a lien on the use of the house, as opportunity might occur, for preaching of the purchaser's favorite sort. It turned out, however, that the preaching was more frequently that of the standing order. No person might enter the pulpit on town meeting occasions but by vote of the meeting. The house was to be swept twice a year at the town's expense. Five persons, of whom three bore military titles, were appointed to keep it clear of dogs on Sundays. This strange arrangement marked the beginning of church history in St. Johnsbury.

After such a long and difficult battle, the influence of the Mother Church was short lived. With later years came the increasing importance of the Plain in St. Johnsbury village, considerably neglected after the founding of the town in 1786. It must be remembered that Center Village was the hub of things at the time the church was established. An inn, the first in the town soon went up there, and almost every settlement within the town limits had progressed more than the Plain.

In a very few years came increased population on the Plain and newcomers to the town seemed naturally to settle there. It was not long before the Plain section outgrew all of the other little hamlets in the vicinity and with the coming of industry and schools it drew many people from other parts of the town.

In 1825, nineteen members formed the Second Congregational Society and started a church on St. Johnsbury Plain. For a few years this society held its worship services in a store which was reconstructed into a small church. It moved from time to time into larger quarters until the organization became large enough and wealthy enough to build a real church. This edifice went up in 1847 as the first meeting house on the Plain, at the site where the present North Congregational Church now stands.

In the early days St. Johnsbury people seemed to delight in moving their buildings all over the village. This practice also applied to church property, so the Congregational Church was moved down Main street to a plot adjacent to the Court House. Then the society built another church twenty years after the first one. This was moved across Church street to be converted into Music Hall and to make way for the construction of the third and final structure of stone which was dedicated February 24, 1881.

Architecturally the present North Congregational Church is not surpassed by any in the state. Its Mediaeval Gothic style is dominated by an unusual Norman tower. It is constructed of Isle La Motte stone with ornamental pillars of red granite. The interior woodwork is of native cherry. The organ is an instrument of great compass and range of expression, having 1789 pipes. The founders of the scale industry were among its earlier members and gave strong impulse to its spiritual life and liberal benevolences.

A Universalist Society was formed in 1813 by citizens residing along the Plain. While it was years before they had a church of their own, they

were an influence toward defeating irreligion and held services alternately with the Second Congregational Society in the first church on the Plain. In 1843 the Universalist Society erected a fine church at Center Village but this was destroyed by fire in 1876. Before the edifice was burned regular services had been suspended. The Universalists did not rebuild at the Center and since then the remnant of the original society living there has been under the parochial care of the Church of the Messiah in St. Johnsbury Village.

The third church in St. Johnsbury Center Village was erected by the Methodists in 1841. Prior to that time a small dwelling house fixed over for the purpose was used by this church society. For some eighty years the Methodists held regular services in this church. Twentieth century ideas and modes of travel made it easier for the villagers to get down to St. Johnsbury Village where they felt they could find bigger and better services, and the Center Methodist Church could no longer support itself. The structure was turned over to Green Mountain Grange, No. 1, the first Grange order in New England, for a community hall and lodge room.

Among the sons of the Center Methodist Church was one whose name has given it distinction, the Rev. Edwin W. Parker, a St. Johnsbury native. Mr. Parker went to India in 1859, and after many years of conspicuous service was made Bishop of the Methodist Church in that country.

The community at East St. Johnsbury was rapidly growing about 1840 and the residents there felt it was time for that village to have a church of its own. Twenty members organized a society and raised a church which was dedicated on November 25, 1840. Twelve years later the building was enlarged and the Rev. Mr. Gurney started a school on the lower floor. The villagers were justly proud of their edifice and from time to time made elaborate repairs to the structure. In 1870 it was extensively repaired and refurnished, and in 1902 some \$2500 was spent in remodeling and redecorating. At this time the church was re-dedicated.

The East Village Church was of the Congregationalist denomination and it remains as such today. About the same time that this society got under way a Methodist society moved in on the village. They bought a little meeting house in Waterford Hollow and moved it to East Village where it was planted directly across the street from the Congregational Church. It had 58 members and its existence was threatened almost from the time the society was organized. Money was scarce and the church fell into disrepair. By 1896 the building had become so delapidated that it was torn down and the society discontinued its services.

The scale industry which began to boom after 1830, brought an influx of settlers to the town. When the railroad reached here in 1850 the population had increased to such an extent that there were not seats enough in the churches to accommodate all of the worshippers.

Therefore another Congregational Society on the Plain was formed, the fourth within the town and second on the Plain. This new society founded the South Congregational Church in 1851. As no other denomination appeared inclined to enter the village it was voted to divide the original Congregational society on the Plain into two parts.





Sixty-five members were set off to constitute the new colony. This was only about one-fourth the resident membership. On October 23, 1851 they were organized under the name of the South Congregational Church. The house of worship, adjoining the Academy, was built by the whole society, to be owned and occupied by the colony, and was dedicated on January 14, 1852.

In its early days the South Church employed whale oil lamps for lighting purposes. Back of the flame were gigantic reflectors which threw the flickering light around the church interior the best they could. These were considered a luxury in their day.

In 1879 the South Church broadcast a complete service. This perhaps was the first broadcast the world ever knew. The press of the whole nation featured the event. It was just the time that telephones were being introduced and the enterprising pastor of the day set up a telephone transmitter on the pulpit and had the wires strung to the parsonage on Park street. There the receiver was mounted and a small group gathered around to hear the entire service relayed to them like a message from another world.

This conveyance of a church service over telephone wires attracted wide attention. It was not like the broadcasts we know today but it undoubtedly was the first time that anything approximating a broadcast ever was made. The country was "telephone-minded" at that time and the event gave to St. Johnsbury apparent priority in this particular application of the wonderful new invention.

Grace Methodist Church was the next religious organization to be formed. With a membership of thirty-four, it was organized on December 3, 1856, in the old Union Hall, where it held its services for the next two years. In the early part of 1859 a structure on Central street was completed and dedicated. A few years later a parsonage was built on the lot adjoining it.

The church enjoyed the prosperity brought about by the increasing population of the village. Seating capacity was insufficient and in 1884 the building was greatly enlarged. In 1908 the edifice was seriously damaged by fire but the church membership raised sufficient funds to redecorate and remodel the building.

Seven years later the church was swept by a fire which damaged it beyond repair. The present stone structure was then constructed and was dedicated on May 28, 1916. The church now has a membership of more than one thousand.

Catholic church history in St. Johnsbury dates back to 1858 when the Rev. S. Danielou came here to minister to those of the faith. Fr. Danielou held his pastorate 16 years. During that time he built a brick church on Cherry street with the first rectory, and began the school for boys.

In 1874, the Rev. J. A. Boissonnault began his long and efficient ministry at Notre Dame des Victoires parish. At that time there were 221 families in the parish which included thirteen other towns. Fr. Boissonnault completed the parochial school for boys, now in charge of the Sisters of Providence, and built the convent Mount St. Joseph for girls in 1882, which is in charge of the Sisters of Notre Dame.

In 1886 foundations were laid for the granite church edifice, built at an expense of \$37,000 and dedicated on January 6, 1889. This building is 140 feet by 60 feet with a tower and spire 198 feet high. In 1894 was erected the St. Johnsbury Hospital, the first in the town. The group of substantial buildings secured for the Notre Dame parish during the pastorate of Fr. Boissonnault stand as a permanent visible monument of his work.

For 35 years the clergyman served Notre Dame parish. His death was mourned by the entire community and places of business were closed during the funeral services. His successor was the Rev. E. C. Drouhin who took the rectorship in August 1911.

Before Notre Dame parish was established, St. Johnsbury Catholics had the privilege of only occasional visits of Catholic missionaries from Boston and Canada. The first missionary priest was Fr. Drolet of Montpeilier who came here frequently and celebrated the mass in a hall where all Catholics of the community gathered when they heard of his coming.

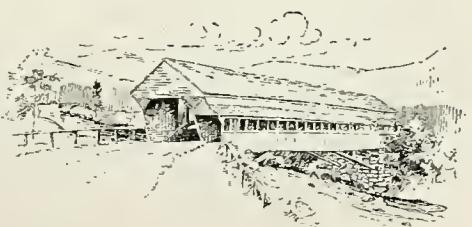
The English speaking Catholics who had hitherto been connected with Notre Dame were organized into a parish of their own on July 24, 1896. At first the parish was known as St. Rose, with the Rev. M. J. Carmody as priest. The good people of the parish of St. Rose bought the historic old property on Main street which formerly was the old Willard Carleton tavern, but occupied by the Cross Bakery at the time of purchase.

The building was torn down to make way for the second Catholic church in the town. When the church was completed the parish name was changed to St. Aloysius and the church was dedicated as such on October 26, 1898. The Rev. John A. Lynch became the pastor. He built the parish house adjoining the church. In 1904 Fr. Lynch was succeeded by the Rev. T. J. Leonard who after ten years' ministry was succeeded by the Rev. John W. Dwyer. Fr. Dwyer is still pastor of the church and is nearing a quarter of a century of service to St. Aloysius parish.

The Knights of Columbus was organized in this parish in 1896. The organization had an early membership of 200, nearly all of whom belonged to the Young Men's Temperance Society, and the Holy Name Society, pledged against profanity.

The Universalist, Church of the Messiah Society, was formed in 1868. Services were held mostly at the Town Hall. In 1871 the Rev. B. M. Tillotson accepted a call as permanent pastor and under his leadership the present house of worship on Eastern avenue was constructed and dedicated on January 23, 1873.

A Free Will Baptist Church was organized by seventeen members in 1869 and for a number of years services were held in public halls. A house of worship was constructed at the corner of Main and Prospect streets in 1875 but six years later it was reduced to ashes in a disastrous fire. A generous public response to a plea for financial aid made it possible to erect a new building within a year. The second building, which was an exact replica of the first, was completed and opened for worship on December 3, 1882. The Free





Will Baptist Church society eventually gradually vanished and passed out of existence. Their church was taken over by the First Church of Christ, Scientist.

The First Baptist Church was organized by William Bacon in 1874 with thirteen members. The house of worship was erected on Railroad street the following year. To the rear of this was attached in 1904 a convenient and commodious Chapel. The parsonage adjoins the church and in more recent years Fellowship Hall has been added. This hall is a combination gymnasium and auditorium with a fine stage. All kinds of indoor games are played on the court.

The next church to be organized in the town was St. Andrew's Episcopal in 1876. Services of the Episcopal order were first held in 1856 in the old Union Hall and occasionally in other places prior to November, 1876, at which time the parish was formally organized with articles of association signed by twenty men. The house of worship was dedicated on August 3, 1881 and N. F. Putnam was the first rector. The pipe organ was presented some few years later by Capt. E. F. Griswold.

In 1875 about forty persons were organized into the Advent Church Society by the Rev. M. A. Potter. The next year the church, seating 400, was erected on Pleasant street, and shortly thereafter a bell was hung, the gift of Col. Frederick Fletcher.

The Reformed Presbyterian Church was organized on July 29, 1879 by a commission from the New York Presbytery. There were 31 members and the next year William R. Laird was ordained and installed as pastor. It was without a regular place of worship until 1883 when the church edifice on Eastern avenue, at the corner of Prospect street, was completed. By 1895 Presbyterian services in St. Johnsbury ceased and the church building was made over into a business block and apartment building.

The First Church of Christ, Scientist, was organized on January 26, 1898, and established with by-laws revised by the Mother Church in Boston on October 26, 1900. As places of worship the organization used at different times Odd Fellows Hall and rooms in Pythian Hall. In more recent years the Christian Scientists have taken over the former Free Will Baptist Church on Main street. They now occupy this pleasant edifice and maintain a fine reading room on the lower floor.

Church Bells

The first bell to peal out its soul satisfying chime throughout St. Johnsbury was an 800-pound metallic vessel which was hung in the old North Church tower on November 14, 1833. It took nearly two weeks to get the bell here from Boston. The slow-going teams finally dragged it into town on Sunday, an untoward circumstance.

The first bell hung in its tower doing good service until 1847 when the meeting house under it moved down the street to near where the court house now stands. At that time the bell was given to the Methodist Church in North Concord where it continued ringing until its career as a bell was terminated

in a striking manner while proclaiming the news of Lee's surrender at Appomattox. Its jubilant peals on that occasion proved too much for its metal, and thereafter it hung, a disabled bell, on its pivots until 1896 when it was moved to the Fairbanks foundry, and there converted into scale beams.

The dean of bells seems to be the one hung in the East Village Church in 1842. No other in the town has rung for so many years.

The South Church bell, which calls worshippers to service and tolls out the hours of the day is in reality "half a bell." When the second North Church building was erected in 1847, a bell weighing 2500 pounds was installed. It shook the place unreasonably. In fact it damaged itself by its own vibrations.

In 1852, the South Church being then in process of erection, it was determined to divide the bell, now that the congregation had been divided. Accordingly it was sent to a foundry with enough more metal added to make two new bells. One of these twin bells, 1500 pounds, Key of G, was mounted in the South Church belfry where it still rings the stated appointments and tolls the hours of the village clock which was installed in 1853. The other twin bell, 1300 pounds, Key of A, was mounted in the belfry of the North Church until its conversion into Music Hall 29 years later.

The bell on the original Methodist Church was also used to sound the fire alarm. The fire signals in those days went out over the air in the Key of F. Previously the Methodist bell was in the Key of E but it was so out of harmony with other bells in the village that public spirited citizens got together and saw to it and a more "on key" resonance was made available.

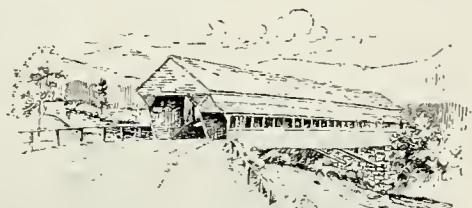
Notre Dame has one of the finest set of bells in the state. The church had the first Catholic cluster of three bells in the state. It is of interest to know that one of this cluster is inscribed "Georgius W. (Washington)" and was accepted by the church as a gift from non-Catholic residents of the town.

When the present North Church was completed in 1880, a bell of 3004 pounds, Key of E flat, was mounted on October 14 of that year. It is the heaviest church bell in this part of the state.

The Academy bell, so familiar to the daily lives of everyone within ear distance, and to those who have crossed Academy portals, was hung in the fall of 1872. Many of the local schools have similar bells which they employ to start and close the sessions of the day.

In 1895 the Village Trustees placed the heavy fire alarm bell in the tower of the Court House.

The old First Church at Center Village, which by seniority rights should have had the first bell, so it seems, waited 51 years before it had any means of calling the faithful to worship. The old church was in new surroundings down in the heart of the village before it got its bell. It was hung in the summer of 1855 and such was the interest in the occasion that the village school was allowed an intermission for the privilege of seeing the bell lifted into place.



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THIS YEAR

St. Johnsbury Will Celebrate One Hundred
Fifty Years of Progress

NEXT YEAR

MOORE & JOHNSON
Will Celebrate Seventy Years of Progress
in Retailing

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The American Fork & Hoe Co.

General Offices — Cleveland, Ohio

Makers of

TRUE TEMPER PRODUCTS

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FISHING RODS
GOLF SHAFTS
AL FOSS BAITS
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SHOVELS, SPADES and SCOOPS

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logs of good quality.



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Visitors are cordially invited to our showrooms
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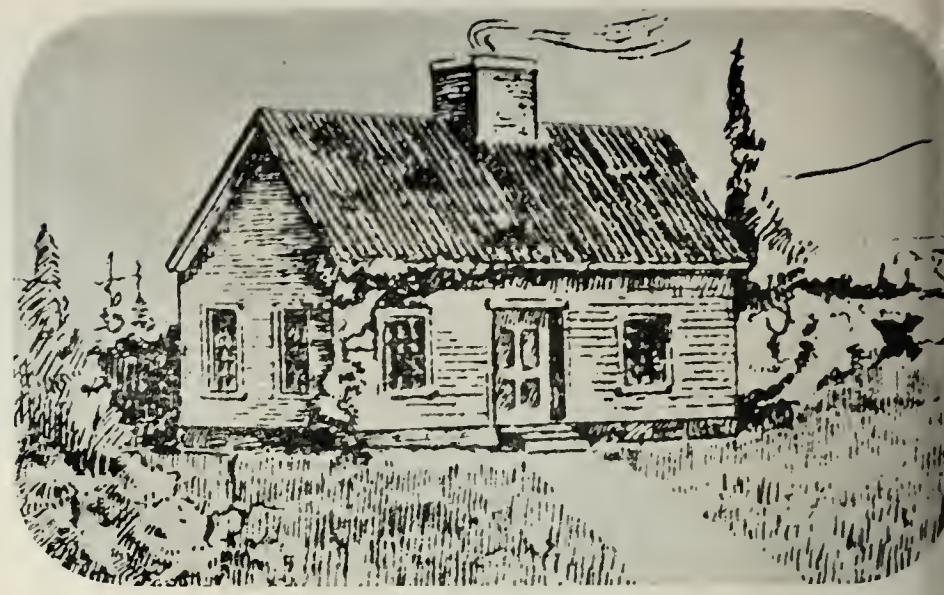
Vermont

Veterinarian Remedy Mfg.

Homes

HOMES BEAUTIFUL

Its homes, beautiful and distinctive, make St. Johnsbury an ideal place to live in. Roomy, broad terraced, and with spacious grounds, the beauty of the residential districts has not declined with the growth of the town and the attendant increase in population and building.



The home of Jonathan Arnold — 1787

The Arnold home was the first frame dwelling in St. Johnsbury. The first town meeting was held there and the town was organized and named within its quaint walls in 1790.



Typical New England homes at their best. Many St. Johnsbury dwellings distinctive in their classes.



THE COWLES PRESS, INC.

printers in St. Johnsbury for 28 years, succeeded the L. W. Rowell printing plant, which had been in the business for over 40 years before that. In the 28 years under the present management it has grown from a one man shop and equipment to one of the best in the state, employing from 8 to 10 men in the printing plant, which is equipped with linotype and Ludlow typesetting machines, automatic and cylinder presses and all the equipment which goes to make up an up-to-date job printing plant. They do a great deal of commercial printing and are specially equipped to handle color work and the higher class of artistic printing, which has come to be a necessity in modern advertising.

In addition to their printing plant, they have an outstanding Gift Shop that is known throughout this section of New England.

Incidentally, The Cowles Press
printed this book.

Brantview, former home of Col. William P. Fairbanks, now the girls' dormitory of St. Johnsbury Academy.



A view of the interior.

A typical modern St. Johnsbury home follows the trend of the times.



Artwork, Designing and Photo-Engravings
in this book are by the

AD-SERVICE Engraving Company, Inc.

Designers and Photo-Engravers of
Catalog, Magazine and Direct by
Mail Advertising. Counter Displays
Posters, Cartons, Packages, Labels,
Etc.

50 Bridge Street Worcester, Massachusetts
G. Verne Powers—Northern Representative



(Continued from page 25)

The daily output this spring has been between 260 and 275 chairs every day. This production will naturally increase as the plant is put into complete operation. The big demand for its products throughout its first year of activity has made it impossible to complete its intended construction program any earlier but the work is going ahead all the time that production continues to send an endless line of fine, sturdy beech, birch and maple chairs over the country.

Tempered Maple Corporation

The coming of the Tempered Maple Corporation to St. Johnsbury in the spring of 1936 gave the town the distinction of having the largest bowling pin factory in the world. In the last few years bowling has grown to become one of the ranking sports and the business demands made upon the Tempered Maple Corporation forced it into larger quarters.

It was a natural thing that such a large and progressive company should reestablish itself in St. Johnsbury with its exceptional rail communications. The company took over four acres of land which is practically covered with buildings, kilns and logs.

Ever since it moved here in April, 1936, it has constantly been improving and enlarging its buildings and making new ones. This program will continue all summer and indefinitely into the future as at a later date it plans to add equipment for making in mass production popular priced billiard equipment.

The Tempered Maple Corp. is an establishment for the making of bowling pins and bowling equipment. At the present time it is giving the whole of its endeavors to this line of work. Included in the bowling equipment it makes are the bowling alleys themselves. It specializes in three kinds of pins: Candle, Duck and Ten.

The mills of the company use practically all maple. Maple is used exclusively in the manufacture of the pins, the grain of the maple tree lending a finished beauty. They are shipped all over the United States and Canada and to the far-away Philippine Islands.

The plant is believed to be the only one in the country that can dry large dimension stock in green. It is the only plant that completely manufactures the whole bowling pin, from the time the trees are felled in the forest to the finished carton. The manufacture of bowling pins is a task for the expert. There is allowed, under rules of the bowling game, a maximum tolerance of three sixty-fourths of an inch in the size of pins. With the modern equipment at the Tempered Maple Corp. the variation is even less. Every completed set of pins must weigh exactly the same, according to specifications. The company has an ingenious method of equalizing the weights of every set it produces. For that reason its products are well known and insisted upon the country over.

The enterprise is a Vermont corporation with David Finkelstein its president. Before coming to St. Johnsbury it was established in Lyndon four years where it outgrew its accommodations. It employs forty hands on a day and night shift.

E. T. & H. K. Ide

E. T. & H. K. Ide holds a position considered unique in the local business and industrial field. Since the establishment was founded 124 years ago it has been owned and operated by one family, the management being passed down from father to son for four generations. During its entire history the company has been constantly in the grain business and every one of its stores has been open and doing business every business day.

The company was founded in 1813 by Timothy Ide, and was taken over at his death by his son, Jacob. In 1861 the business went to his son, Elmore. Five years later Elmore T. Ide and his brother, Horace K. Ide, entered into partnership under the firm name of E. T. & H. K. Ide, which it continues to retain today.

At the death of H. K. Ide in 1897 the business was incorporated under the same name, E. T. Ide becoming president, a position he retained until his demise in 1923. His son, William A. Ide, has been at the head of the business since, and his son, Richard E. Ide, is vice-president, making the fifth generation in the business.

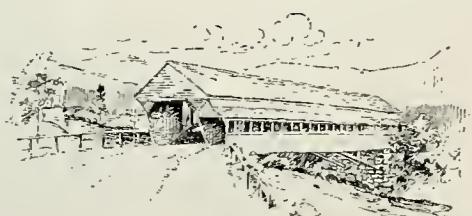
The first mill was in Passumpsic. It was destroyed by fire in 1883, was rebuilt, and burned again in 1904. Business was begun in St. Johnsbury in 1869 where headquarters have been since. The original St. Johnsbury Store was on Eastern avenue where the theaters now stand. The site of the present mill was formerly an unsightly swamp which was filled with gravel in an ambitious undertaking by E. T. Ide about 40 years ago. Bay street was then laid out and the present mill buildings erected by E. T. Ide.

The present plant has storage room for 30,000 bushels of bulk grain, 1200 tons of stacked feeds and 1000 tons of coal. The company has handled coal as a branch of the business since 1883. It now has seven branch stores, at St. Johnsbury Center, Passumpsic, Danville, North Danville, West Barnet, Bradford and Fairlee.

Next year E. T. & H. K. Ide will celebrate a century and a quarter of continuous business. It has grown in that time from a sole proprietorship when the miller's compensation was figured in grist, on a percentage basis, to a partnership, then a corporation. Its history is one of conservative, yet substantial growth and modern development, with the owners at all times being direct descendants of the founder.

C. H. & George H. Cross, Inc.

Another industry which has been in business more than a century is the 109-year-old wholesale confectionery and ice cream supply company and wholesale bakery of C. H. & George H. Cross, Inc. Originated in Montpelier in 1828, the firm has grown to be the largest bakery in this section of New England.



Flood Highlights

"SHADOWS WERE MADE LIGHT AGAIN"

These pictures are not reproduced to recall devastation and sorrow, but as a tribute to a determined people whose co-operation time and again has met and defeated adversity. Because the tenth anniversary of the Great Flood of 1927 is nearly at hand, these pictures were chosen to represent unforeseen obstacles the spirit of the townspeople has overcome during the town's "150 Years of Progress." That progress would never have been accomplished if scenes of devastation like these had quenched the fires of determination in the hearts of St. Johnsbury people.



All bread for the two branches in St. Johnsbury and Montpelier is baked here. At the present time the ovens are turning out 50,000 loaves weekly. At its beginning, Charles H. Cross, the founder, used a horse and cart to peddle his loaves, employing the horse on alternating days to power the rotary ovens in which they were baked.

The two plants employ 82 men and women, have seven men in the field for the confectionery and ice cream supplies, and maintain 12 bread routes in the northern half of Vermont and northwestern New Hampshire. Many items of pastry and specialty breads are also produced by the ovens.

After Charles H. Cross founded the enterprise in Montpelier, he continued actively engaged in the work until his death in 1905 at the age of 93 years. From 1865 he was associated with his son, Lewis Bartlett Cross, in the business.

Another son of C. H. Cross was George H. Cross who established the St. Johnsbury branch in 1863 and carried it on until 1911 when he sold out to B. B. Scribner and W. S. Davis. These proprietors carried on with the business until April, 1927, when the St. Johnsbury and Montpelier plants merged under the name of C. H. & George H. Cross, Inc.

Since then all bread for the two plants has been made here, while the famous St. Johnsbury and Montpelier crackers have been manufactured in the ovens at Montpelier. The crackers were originated by the founder of the company.

The St. Johnsbury plant formerly was located on the site of St. Aloysius Church, before the old wooden building there was removed to make way for the church just before the turn of the present century. It has been in its present location 45 years. John F. Scott is the local manager.

The flood of 1927 seriously damaged the Montpelier plant, requiring complete renovation and much new machinery.



— P R O G R A M —
OF THE
St. Johnsbury
Sesqui-Centennial Celebration

Compliments of

BURKLYN FARM

Breeders of

BELGIAN DRAFT HORSES

Lyndonville, Vermont

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**Vermont Mutual Fire
Insurance Company**

Montpelier, Vermont

JULY 3, 4, 5, 1937

SATURDAY, JULY 3—P. M.

2.30 Dedication of the St. Johnsbury Municipal Airport.
Invocation, the Rev. Chauncey Adamis of Burlington.
Presentation of flag to Village by Woman's Relief Corps.
Presentation of flag to Lyndon Arnold, great, great,
great, grandson of Jonathan Arnold, founder of the
town.
Flag raising.
Raising of the Union Jack.
Introduction by Town Manager Charles S. Sumner.
Toastmaster Arthur F. Stone.
Unveiling of marker to Lieut. Stetson M. Brown,
U. S. A.
Address, Lieut. Gov. William A. Wills.
Address, His Worship, Adhemar Raynault, Mayor of
Montreal.
Address, Harry W. Witters, State P. W. A. Adminis-
trator.
Benediction, the Rev. Paul Dwight Moody of Middle-
bury.
Military drill, Barre Legion Drum Corps.
Stunt flying and aerial entertainment.
3.00 Baseball game at the Loop,
Littleton Collegians vs. St. Johnsbury Senators.
7.00 Band Concert, Court House Park.
Band Concert, Railroad St. Park.
8.00 Military drill, Barre Legion Drum Corps. on Railroad
Street, near bandstand.

SUNDAY, JULY 4—A. M.

Churches hold special services at their customary hours.

P. M.

1.00 Parade of bands on principal streets with Sherbrooke,
Que., pageant cast in costume.
2.30 International Band Carnival at the Loop.
Kenneth Wright, Westbrook, Maine, trumpet soloist.
Kenneth Wright, St. Johnsbury, vocal soloist.
4.30 Baseball game at the Loop,
Durham, N. H. Wildcats vs. St. Johnsbury Senators.
7.00 Band Concert, Court House Park.
Band Concert, Railroad Street Park.
8.30 Band Concert, Court House Park.
Band Concert, Railroad Street Park.

MONDAY, JULY 5—A. M.

10.00 Sesqui-Centennial parade with floats through principal
streets.
12.00 Marathon starts from Lyndonville.

P. M.

1.00 Marathon ends on Railroad Street.
2.30 Baseball game at the Loop.
Clarmac A. C. of Franklin, Mass., vs. St. Johnsbury
Senators.
5.00 Pageant of St. Johnsbury, Hazen Field.
10.00 Fireworks display. This may be viewed from any spot
in the village with a clear view to the east. Three
bombs will give three-minute warning signal.

(All events are on Daylight Saving Time)

“Here’s the marching panorama
Of our past and present drama.”

PAGEANT

CELEBRATING THE SESQUI-CENTENNIAL

of the

TOWN OF ST. JOHNSBURY

In three epochs: Beginning, Development, Fruition

The Prologue is spoken by the Spirit of Time, an
allegorical figure, accompanied by an attendant chorus

The Sentinel introduces the episodes

Composition and direction: Margaret Shipman Jamison

Assistant director: George Jamison

Adaption of Music: Jean Stanley Goodrich, Arthur J. Macie, Alphonse E. Drouin

Terpsichorean arrangement: Mary E. Doyle

Pageant Chairman: Annie M. Cary



PAGEANTRY in the United States very nearly had its inception in St. Johnsbury. When pageants were just being introduced in many American cities for the first time, St. Johnsbury already had placed one in its history, the Pageant of St. Johnsbury, which commemorated the 125th birthday of the Town. It was, however, the first community pageant ever held in America.

Pageantry was an English innovation which was introduced in New England not very much longer than 25 years ago. The idea was contagious immediately throughout this section of the country and in a few years there was barely a community on the American continent which had not perfected one to commemorate some historical event or presented one for entertainment purposes because of the novelty existing in the idea at that time.

Some of the real old Massachusetts towns where English history and legend is unusually profuse, seized the idea and had their dramas in the making when all eyes were turned to St. Johnsbury, a community way up in Vermont—for a pageant on a stupendous scale had just been presented there.

Again this year a pageant to commemorate a later birthday of the town was considered indeed appropriate, not only because of the rich material available upon which to base such a production, but moreover because history of pageantry in the United States has more or less been made here.

Margaret Shipman Jamison of Newtonville, Mass., who has been a staunch follower and composer of pageantry from its earliest days in America, was chosen to write a drama of this nature of St. Johnsbury's "150 Years of Progress" this year. The composer in private life is Mrs. Walter W. Jamison, wife of the educator who for the past few years has made a fine record as instructor in the recently founded St. Johnsbury Academy Summer School.

An outline study of the Pageant of 1937 will reveal that it is not an amorphous presentation. The chronology is history in animate form. It is gay with life; beautiful in its adaption of sequences; educational in its historical value; its episodes and interludes felicitously chosen. An annotator would term it a new departure in pageantry.

The work covers historical events from the farewell of St. Jean de Crevecoeur from Normandy in 1753 at the completion of his studies in a Jesuit school, down through the years of the Indians, the founding of the town and its century and a half of growth to the present day.

The ancient wilderness will give way in the production to a fair, enterprising and prosperous community of a more modern day. Sacred music will bring the pageant to a close.

"The New Jerusalem comes down
Adorned with shining grace."

With these immortal words from "Jerusalem the Golden" the pageant of 1912 was ended. Memories of that happy occasion have moved strong public sympathies to the point where the same hymn has been requested as an appropriate finale for the 1937 drama. Thus, the singing of the beautiful and universally loved sacred tune closes the work.

PROLOGUE

Spoken by the Spirit of Time
and
Verse Speaking Chorus

Epoch I—Beginnings

EPISODE I

Time—1753

Scene—Pierrepont in Normandy.

A fête champêtre given by Mme. d' Houtetot to the young St. Jean de Creve-coeur who has completed his studies at the Jesuit College at Caen, and is soon to depart for the New World.

Authority—St. Jean de Crevecoeur—by Julia Post Mitchell—Columbia University Press

Letters of an Amercian Farmer—Yale University Press

French Blood in America—Lucien Fosdick

History of Town of St. Johnsbury—Edward T. Fairbanks

EPISODE II

Time—1752

Scene—River Valley of the Passumpsic River.

The St. Francis Indians return from a raid on white settlers with captives, one of them being John Stark.

Authority—Vermont Historical Gazetteer

Vermont for Young Vermonters—Kimball

History of Vermont—Conant and Stone

Colonial Life in New Hampshire—Fassett

Captivity and Suffering of Zadok Steele

The Deer Slayer—James Fenimore Cooper

INTERLUDE I

Time—1755

Scene—The Passumpsic River and its Environs.

Stephen Nash, the lone Pioneer

Information—History of Town of St. Johnsbury—Fairbanks

EPISODE III

Time—1759

Scene—Round Island in the Passumpsic River.

Major Robert Rogers and his Rangers return from a successful battle with the St. Francis Indians at their own village in Canada. They meet a disappointment courageously.

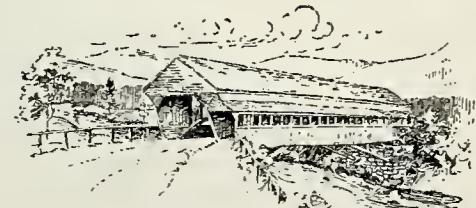
Authority—Hemenway's Vermont Historical Gazetteer

History of Charlestown, N. H.—Sanderson

EPISODE IV

Time—1786

Scene—Outside the Jehiel Hawley house in Arlington, Vermont.





Governor Thomas Chittenden grants to Dr. Jonathan Arnold and his associates the charter for the Town of St. Johnsbury.

Authority—Hemenway's *Vermont Historical Gazetteer*
History of Town of St. Johnsbury—Fairbanks
Child's Essex and Caledonia County Gazetteer
Ira Allen of Irasburg—Wilbur

EPISODE V

Time—1786

Scene—The Valley of the Passumpsic River
The arrival of the first settlers in St. Johnsbury.
The first devotional service.

Authority—*History of Town of St. Johnsbury*—Fairbanks
Child's Essex and Caledonia County Gazetteer
Hemenway's Vermont Historical Gazetteer

Epoch II—Development

EPISODE VI

Time—June 18, 1787

Scene—The home of Dr. Jonathan Arnold in St. Johnsbury.
The first Town Meeting. The Proprietors of the Township of St. Johnsbury settle the question of boundaries.

Authority—Hemenway's *Vermont Historical Gazetteer*

EPISODE VII

Time—1790

Scene—Charlestown, New Hampshire
The expedition in search of wives. Romantic scenes at Charlestown, No. 4.
Authority—*History of Charlestown*—Sanderson
Colonial Life in New Hampshire—Fassett
History and Description of New England—Coolidge-Mansfield
History of St. Johnsbury—Fairbanks

EPISODE VIII

Time—1804

Scene—High Hill west of Centre Village, overlooking the Valley of the Passumpsic.
“The Great Raising.” The first meeting house in St. Johnsbury.
Authority—*Town of St. Johnsbury*—Fairbanks
Hemenway's *Vermont Gazetteer*.
History and Description of New England—Coolidge-Mansfield
Pageant of America—Vol. 2.

EPISODE IX

Time—1830

Scene—Outside Abel Rice's Tavern.
The Stage Coach brings Daniel Webster to visit St. Johnsbury and pay his respects to Dr. Luther Jewett.

Authority—Daniel Webster—Claude M. Fuess

The Flowering of New England—Van Wyek Brooks
History of Town of St. Johnsbury—Fairbanks
Lamb's Biographical Dictionary of the United States
The National Cyclopedic of American Biography
Hemenway's Vermont Historical Gazetteer

EPISODE X

Time—1873

The name of The Caledonian is chosen for the local newspaper, and Editor Chadwick takes possession.

Authority—History of the Town of St. Johnsbury—Fairbanks
Newspaper files of The Caledonian.

EPISODE XI

The Fairbanks Family Album. Introducing the founder of the family, the discoverer of the famous Fairbanks Scales, and the donors of the Academy, the Library, and the Museum.

Written and illustrated by Mr. Arthur Stone.

INTERLUDE II

Time—1865 - 1898 - 1919

The Return from the Wars. The St. Johnsbury veterans are greeted by wives and sweethearts.

Epoch III—Fruition

EPISODE XII

Time—1886

Scene—The Y. M. C. A. lecture course in Music Hall.

Henry M. Stanley lectures on The Dark Continent.

Authority—History of The Town of St. Johnsbury—Fairbanks
Newspaper files of the Caledonian.

INTERLUDE III

Time—1912

A Fair held by the Caledonia Fairground Association.

For a week the boys and girls of St. Johnsbury have been watching Fair Day, seven days away. Fair Day! Six days. Will the week ever pass! When will the wagons begin to arrive!

At last, a very big wagon comes, piled high, covered with pieces of canvas. When the wind blows the covering a bit, entrancing sights greet the eye. Wooden horses, tigers, lions. Can it be, yes, there is even a giraffe!

The wagon trundles on to the Fairground and men begin to unload her. The Merry-go-round! Soon set up and ready for the Fair tomorrow.

Other wagons and trucks are arriving, teams of oxen, slow-moving, that must arrive at the Fair early for the pulling-contest on the great day.

Will it rain? The sun seems to wink a promise that he will be present, as he disappears in a big red ball. Sure enough, here he is early in the morn-





ing, but not so early as the exhibitors and contestants. They have come as soon as there is light, that they may choose the most advantageous spot for their stalls.

Rows of them there are showing vegetables, canned foods from fragrant Vermont kitchens, flowers from Vermont gardens, and, famous the world over, Vermont Maple Syrup.

There are cows, bulls, steers, heifers, calves, sheep, pigs and poultry to be judged. There are beautiful horses from the famous farm near St. Johnsbury that breeds them. Horse racing, mule racing, contests in weight raising by great calm oxen take place during the day.

A platform has been put down for dancing, and all day long bands have played music which set everyone dancing, old and young. At the end of the day there are to be special exhibition dances to please all tastes, dances everyone will enjoy and remember.

Some busy folks cannot remain to see these dances. They must drive home the cattle, many of them with blue ribbons. Teams of oxen pass, riders on horse back, drivers in racing-gigs—proud winners of the 1912 banners. Some hurry by to get home for the milking, some remain to watch the dancing.

A barker cries "This way for the Highland Fling!" "See the Sword dance and the Irish jig!" Crowds follow him and stand near the platform to watch these dances that warm the cockles of the heart with memories gay and sweet.

Dance follows dance, until the band strikes up an old familiar air when dancers and spectators join together in one huge merry-making. The first day of the Fair is over.

EPILOGUE

Spoken by the Spirit of Time
and
Verse Speaking Chorus

FINALE

THE MODERN GUILD PROCESSION ST. JOHNSBURY TODAY

Representatives of Business, Industry, and all Civic, Patriotic, and Religious organizations unite to pay tribute to the men and women who by courage and self-sacrifice established the Town of St. Johnsbury.

Our aspirations for the future of the town are expressed by the singing poet Vachel Lindsey.

Let not our town be large, remembering
That little Athens was the Muses' home,
That Oxford rules the heart of London still,
That Florence gave the Renaissance to Rome.

Record it for the grandson of your son.
A city is not builded in a day:
Our little town cannot complete her soul
Till countless generations pass away.

Let Science and Machinery and Trade
Be slaves of her, and make her all in all,
Building against our blatant, restless time
An unseen skilful, medieval wall.

When will they start our vulgar blood athrill
With living language, words that set us free?
When will they make a path of beauty clear
Between our riches and our liberty?

We must have many Lincoln-hearted men—
A city is not builded in a day.
And they must do their work, and come and go,
While countless generations pass away.

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supply you promptly.

Do You Know?

Here is a serving of memory refreshments.

That St. Johnsbury is four years older than the State of Vermont.

That St. Johnsbury was founded when Vermont was an independent sovereign state known as New Connecticut.

That the first settlers of the town, if they had come a few years earlier, would have lived in Bessborough, New Connecticut.

That St. Johnsbury was granted by King George III to 39 petitioners in 1770 and named Dunmore in honor of the Earl of Dunmore.

That the authority of King George was not recognized and the petitioners eventually lost their grants.

That St. Johnsbury is the only town in the world by its name.

That gold has been found on the St. Johnsbury-Waterford town line.

That Thaddeus Fairbanks founded the Academy in 1842 and the Fairbanks family wholly supported it for 40 years.

That the largest scale factory, maple products company and bowling pin factory in the world are located here.

That the town officials warned the Fairbanks family to get out of town.

That there are 192,000 bricks in the Fairbanks factory chimney.

That Vermont was an independent sovereign state from 1777 to 1791.

That Passumpsic (Poousoomsuk) means clear running water.

That the first "broadcast" in the world was held here. (See church chapter.)

That St. Johnsbury had one of the first pageants in America. (See pageant chapter.)

That Danville was the shire town until 1856.

That Sleeper's River actually was named for a sleeper.

That the first St. Johnsbury woman was Mrs. James Adams who came here in 1786, and who now lies buried at East Village.

That the Australian ballot system was tried in St. Johnsbury, the first in the state, at annual Village Meeting, January 7, 1891.

That the Randall-Whitcomb sidewalk clock was for years the official timepiece at Grand Central Station, New York City.

That the oldest St. Johnsbury citizen was Mrs. Mary Brodie Clement of Goss Hollow who died in 1889 at the age of 114 years, 4 months, 20 days. Her husband died 14 years earlier at the age of 100 years.



SPEAKING OF OLD TIMES—

Do you remember your first automobile? In the days of hard rubber tires and 2 cylinder engine-under-seat automobiles the multi-cylindered stream-lined car of today was unthought of, beyond the wildest flights of imagination. When a hundred mile "tour" was a real adventure, to be carefully prepared for for days beforehand and something to talk about for weeks afterward, the possibility of traveling 400 or 500 miles in 24 hours by automobile was unthought of, yet it is now so common as to arouse no comment, and is accepted as a matter of course.

Methods of servicing automobiles have also changed. In these days of specialized service, with one man making a study of carburetors, another of ignition, etc., the old time general repair man with his monkey wrench and screw driver, would be sadly out of place, unless he had kept up with the times.

We have been selling and servicing automobiles for nearly 30 years now. We have found it necessary to throw away thousands of dollars worth of equipment, as new and better equipment has become available, in order to have the very latest and best for our men to work with. We have done this cheerfully and gladly, with the idea that the best of equipment, backed up by our long experience, will enable us to do a better job of servicing our customers' automobiles.

Through these years, as new products and services have become known, we have considered carefully and tried to pick those to offer to our customers that we would want ourselves, if we were to exchange places with our customers.

We firmly believe that the lines of merchandise, and the services, that we now offer to our customers are the best to be had; we still stand by the policy which was adopted when our firm was established in 1897, of making such adjustments on services or merchandise as may be necessary to make our good friends and customers satisfied. On this basis we solicit your patronage, and cordially invite you to look over our establishment when in St. Johnsbury for the Sesqui-Centennial celebration.

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In more recent years small business enterprises have taken over some of the former apartments.

The St. Johnsbury House has in recent years regained its former prestige enjoyed during the early days of its career. It is neat and clean and its exterior always is of an appearance to add to the dignity of the town. It was built when the railroad came to fill a need for better hotel accommodations in the village.

The hotel, built by a syndicate in 1850, ranked among the best in the state. It had 150 rooms and could provide for 200 guests. The early years at the hotel were ones of popular favor. Late years have been no less favorable and its hospitality has secured the approbation of all.

A syndicate of local men took the hotel over in 1884 with a hope of giving it added improvements and making it still a better place than it was. They planned to do this by bringing in the best possible management, but they drew a scamp, and after a year he disappeared leaving the property with a mortgage, plus a note, amounting to over \$26,000.

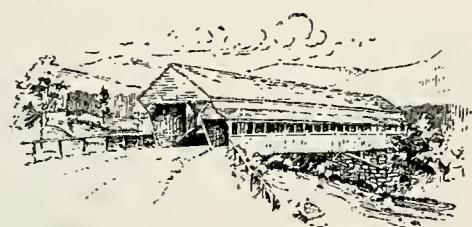
This situation meant years of hard work to pull out from under but the more carefully selected management in the future brought the house through and again had it on a paying basis. In 1913 a group of St. Johnsbury business men in the Commercial Club, having the utmost faith in the hotel, bought the property, enlarged it, remodeled it, and entirely rebuilt the house, literally converting it into a new hotel of modern style and equipment on the old tavern site at the Bend.

Its Colonial style front survived the remaking. Its portico is of a distinctly early American design. Other similar ones still remain in the village, one in the neighborhood block to the hotel, but the portico on the St. Johnsbury House is the largest and most artistic. An upper story piazza within the portico distinguishes the style of the design.

The Hotel Moore, while somewhat smaller than the other two hotels in the village, has no less select clientele. It is well appointed, neatly furnished, hospitable and a place where anyone will be made to feel at home and at ease within a very few minutes. For the few years, in comparison with the others, that it has been in operation, it has made many friends for the town and its customers become so well attached to the place that they insist on accommodations there when they return to St. Johnsbury again.

The hotel building was built in 1909 as a public hall and assembly rooms for the National Guards. It was named Bertrand's Hall, the proclamation of which still is visible at both ends of the building's exterior. After the state had provided the guards with an Armory on Main street in 1916, Bertrand's Hall was converted into Moore's Hotel.

(Continued from page 73)



ACKNOWLEDGEMENT

These friends have contributed assistance of one kind or another in connection with the publication of this book, and the author's appreciation is acknowledged in small measure by listing their names:

Herbert W. Blodgett
W. Arthur Taplin
Cornelia T. Fairbanks
Charles S. Sumner
Calvin E. Brown
H. Stanwood Brooks
Ernest F. Skinner
E. Wesley Steele
Ernest H. Cowles
John M. Perham
Mrs. John M. Perham
Margaret Shipman Jamison
Arthur F. Stone

In addition to independent research and a wealth of material from undimmed memory of a score of the town's oldest residents, we are indebted to the following publications for much of the material herein contained:

St. Johnsbury Illustrated, 1891 edition,
by Arthur F. Stone
Saint Johnsbury Vermont, 1914 edition,
by Edward Taylor Fairbanks
Successful Vermonters,
by Arthur F. Stone
Vermont of Today, Vol. II and III,
by Arthur F. Stone
Vermont Historical Gazetteer
Caledonian files from August 8, 1837 to the present
Official records of the Town of St. Johnsbury

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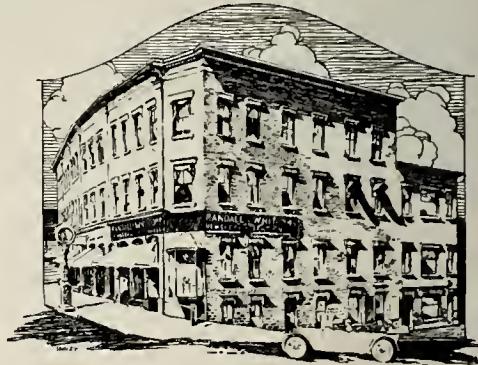
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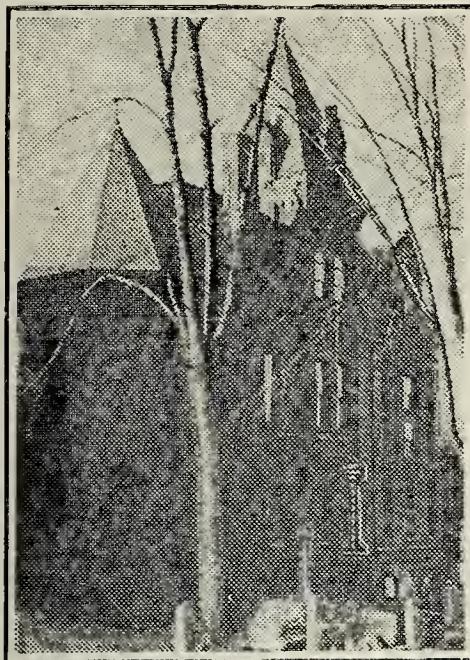
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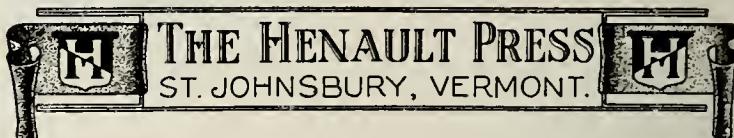
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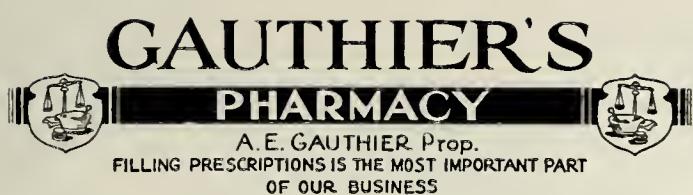
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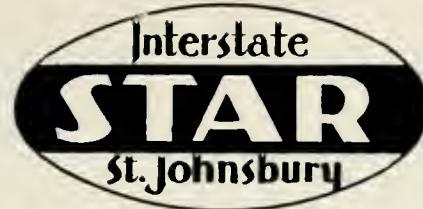
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We cordially invite you to visit
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We carry a very complete line of appliances,
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48 Eastern Avenue

St. Johnsbury, Vt.

1787-150 Years Ago

- St. Johnsbury Came Into Being
- The U. S. Constitution Was Adopted

TODAY ...

**Birthday Greetings To You
From A New Neighbor!**

One hundred fifty years ago St. Johnsbury made its appearance on the map as a struggling village. Today it is a flourishing community. Fifty-one years ago Sears began as a tiny outpost at Redwood, Minnesota. Today it serves America as the World's Largest Store. As a newcomer to this progressive 150-year old city, we are proud to take our place in a city with such a splendid heritage. Congratulations, St. Johnsbury, on your century and a half of solid achievement!

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**Insurance Of All Kinds
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